

The *International* **Teamster**

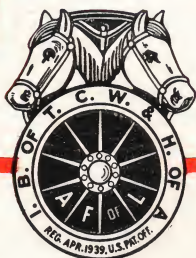


SEPTEMBER 1948



*The NEW
Teamster*

The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

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No. 10

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This Month's Cover

The TEAMSTER, fresh and vigorous in a "new uniform," steps further ahead in the important field of the labor press with the publication of this issue.

On the cover is a Teamster, a member of Local No. 33, who is typical of the nearly one million members of our Brotherhood.

Growth of our organization, and the added responsibility it entails, has made this new and bigger Teamster magazine possible. In its more readable format, THE INTERNATIONAL TEAMSTER seeks to typify the characteristics of the Brotherhood as an organization.

Like our International Union, it shall continue striving to act with the strength of youth, yet think with the wisdom of maturity; it is dedicated to unity of purpose and oneness in action.

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Labor Day Message..1948

TRADITIONALLY, Labor Day has been a time for men and women in the labor movement to rededicate themselves to the cause they serve. There are those—and they are a small minority—who have “served” labor for their own selfish ends, and for them the words of my first sentence will be without meaning.

But for those of us who are actively involved in furthering labor's cause, Labor Day is a meaningful day. Immersed, as we all are, in the daily round of meeting urgent problems of the hour in a realistic fashion, we need Labor Day—and the holiday it affords—to take a brief pause in which to gather fresh sustenance. We can also look back, weigh the errors we have made and, in the light of experience gained, chart a new course toward the goals we have set.

In my long years in the labor movement, I have made many Labor Day speeches, written many Labor Day messages. In this hour of great crisis in the world, I cannot impress it too strongly that the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers has a stake in keeping America's political vitality high. Let none of us be apathetic this year about the many pressing domestic problems that are clamoring for solution. Let us turn out at the polls this year in full strength to demonstrate democracy's vitality. And let us, on this Labor Day, be thankful that America is still free—and resolve to keep it free.

GENERAL PRESIDENT

AFL and Teamsters Executive Councils Support Dave Beck

ONE HUNDRED per cent backing of Dave Beck, Executive Vice-President, and Joint Council 28 has been given by the AFL and the General Executive Board of the Teamsters in the jurisdictional controversy with the International Association of Machinists at the Boeing Aircraft Company plant, Seattle, Wash.

Action was taken by the American Federation of Labor Executive Council on August 26, and by the General Executive Board on August 27. Both meetings took place in Chicago, Ill.

Highlights of the Chicago sessions were:

1 The American Federation of Labor's Executive Council after hearing a presentation by Dave Beck, representatives of Joint Council 28 and local union officials decided unanimously that the Teamsters are correct and justified in their effort to organize the warehousemen at the Boeing Aircraft Co. plant, Seattle, Washington. The issue of jurisdiction had been raised when the International Association of Machinists challenged the right of the Teamsters to organize the warehousemen.

2 Complete endorsement of Dave Beck and his co-workers in the West Coast was given by the General Executive Board of the International Brotherhood of Teamsters in the Boeing Aircraft Company jurisdictional dispute with the International Association of Machinists. The Board pledged itself to "render all aid

Political Position of International Also Is Outlined at Meeting of Executive Board In Chicago; Retail Clerks Get Warning

by DANIEL J. TOBIN

within its power" to the local Teamster unions involved.

3 The Board found that attempts are being made by the International Retail Clerks Association to violate agreements between the Association and the International Brotherhood of Teamsters. The Board went on record to the effect that "unless the Seattle situation is immediately terminated and the Clerks cease and desist from the present activities the International Brotherhood of Teamsters will sever all recognition and all relation" with the International Association of Retail Clerks.

4 Political action in the 1948 election campaign will be determined locally. Local unions will decide in their own areas whom they shall support, regardless of political affiliation, and how funds (collected as individuals) shall be raised. The Board recommended that efforts be put forth "to defeat those who supported and enacted into law the most vicious of all labor laws, the Taft-Hartley Act." The Board said that "selection and endorsement of the candidates also be left in the hands of local unions or of the committee of voluntary workers who may be set up."

The following representatives of

our local unions appeared before the Executive Council meeting of the American Federation of Labor in order to properly present the real situation as obtaining in the Boeing plant in Seattle where the Machinists Union has had some dispute for several months past:

Dave Beck, Executive Vice-President.

Frank Brewster, Secretary - Treasurer Joint Council 28 and Secretary-Treasurer Local Union 174.

Samuel DeMoss, Secretary-Treasurer Local Union 353.

James Rohan, Secretary-Treasurer Local Union 882.

Gordon Lindsay, Secretary-Treasurer Automotive Trade Division of Western Conference.

John Annand, International Organizer, Los Angeles, California.

George Leonard, Secretary-Treasurer Local Union 203.

Paul Jones, Executive Organizer Los Angeles Joint Council.

Ray Leheney, Joint Council 42.

Richard Seltzer, Secretary-Treasurer, Local Union 572.

John Marshall, Secretary-Treasurer, Local Union 306.

In addition to the above there were several other representatives from the West Coast.

The information obtained from the representatives by the membership of the Executive Council was of such a startling nature as to cause no doubt in the minds of the members of the Council as to who was right and who was wrong. The Teamsters' representatives explained fully during a period of nearly two and one-half hours,

what caused the trouble and what the low-down was on this job. They went into the history of this thing and said everybody helped the Machinists Union when they were endeavoring to organize this plant. They brought out the fact that there was another plant in Wichita operated by the Boeing Company in which the Machinists have continued to work, in spite of the strike at Seattle.

It was also brought out that provisions offered to Machinists at Boeing provided higher wage scales than any other contract in the industry. The Boeing Aircraft Company is engaged almost exclusively in manufacturing planes for the Army and Navy.

Compelled to Join

The question arose over the jurisdiction of warehouses. It was proven conclusively to the Executive Council that the Machinists violated the jurisdiction of all the crafts. As set forth in the telegram on page 5 of this issue, it is clearly shown that there was violation with the various crafts affiliated with the building trades. The dispute, however, with the Teamsters was that the Machinists refused to recognize Teamsters' jurisdiction over Warehousemen, as granted by the A. F. of L.

Jurisdiction Stated

The International Brotherhood of Teamsters was given jurisdiction over warehousemen and women without any objections on the part of anyone; that was several years ago. The International Brotherhood of Teamsters has organized warehouse people in almost every branch of trade in the State of Washington. So, when Mr. Machinist, who is now out of the American Federation of Labor and who has deserted the institution that helped to make the Machinists Union and who refuses to carry out the jurisdiction granted to the Teamsters, started the trouble. The Teamsters have done nothing more

Green Submits Favorable Decision



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Executive Council

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Secretary, GEORGE WEAVER

A. P. O'Leary, Washington, D. C.

First Council Member, WILLIAM L. HILTON, Wash.

Carpenter, Bldg., Indianapolis, Ind.

Second Council Member, MARTIN WEAVER, Wash.

310 Lexington Ave., New York, N. Y.

Third Council Member, JOSEPH M. WEAVER, Wash.

421 Alta Drive, Beverly Hills, Los Angeles, Calif.

Fourth Council Member, GIBB M. HARRISON, Wash.

Railway Clerk, Bldg., Cincinnati, O.

Fifth Council Member, GUY F. BAKER, Ind.

222 East Michigan St., Indianapolis, Ind.

Sixth Council Member, HARRY C. BAKER, Wash.

215 Fifteenth St., N. W., Washington, D. C.

Seventh Council Member, W. D. HANCOCK, Wash.

4321 Jackson St., Hollywood, Fla.

Eighth Council Member, W. C. HARRINGTON, Del.

Delaware at Twelfth Street, Indianapolis, Ind.

Ninth Council Member, W. C. QUINCY, Wash.

1025 B St., N. W., Washington, D. C.

Tenth Council Member, DAVID D. HANCOCK, N. Y.

1110 Broadway, New York, N. Y.

Eleventh Council Member, CHARLES J. MCGOWAN, N. Y.

504 Broadway, New York, N. Y.

Twelfth Council Member, HENRY WEAVER, Wash.

215 B St., N. W., Washington, D. C.

Washington 1, D. C. August 30, 1948.

Mr. Daniel J. Tobin, President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
of America,
222 East Michigan Street,
Indianapolis 4, Indiana.

Dear Sir and Brother:

I herewith submit the unanimous decision of the Executive Council in the controversy which had arisen at the Boeing Aircraft Corporation Plant between the International Brotherhood of Teamsters and the International Association of Machinists. The action of the Council to which I have just referred reads as follows:

"It was regularly moved and seconded that the Executive Council finds that the controversy in the Boeing Aircraft Corporation Plant in Seattle, arises out of the efforts of the International Brotherhood of Teamsters to gain recognition of its jurisdiction over warehousemen employed in that plant who have been admitted to membership in the International Association of Machinists in violation of the jurisdiction of the International Brotherhood of Teamsters and that this Council therefore supports the International Brotherhood of Teamsters in its efforts to enforce its jurisdiction over warehousemen which has been granted to it by the American Federation of Labor; that the International Brotherhood of Teamsters is an affiliate of the American Federation of Labor, and we ask every affiliated organization in the Federation to support the International Brotherhood of Teamsters in its fight to maintain its jurisdiction against a non-affiliated organization."

I repeat what I stated in the beginning of this communication, that the action of the Executive Council as herein reported upon was unanimous.

With all good wishes, I beg to remain

Sincerely yours,

W. Green
President,
American Federation of Labor.

in this case than insist upon their right to protect their jurisdiction.

The committee named above presented the case in a splendid manner to the Executive Council and also answered all questions submitted by members of the Executive Council.

Decision Reached

After the hearing the Council went into executive session and the following decision was reached by the Executive Council and the decision was the unanimous action of

the Executive Council of the American Federation of Labor.

It was regularly moved and seconded that the Executive Council finds that the controversy at the Boeing Aircraft plant in Seattle arises out of the efforts of the International Brotherhood of Teamsters to gain recognition of its jurisdiction over warehousemen employed in that plant who have been admitted to membership in the International Association of Machinists in violation of the jurisdiction of the Teamsters and that this Council, therefore, supports the International Brother-

hood of Teamsters in its efforts to enforce its jurisdiction over warehousemen which has been granted to it by the American Federation of Labor; that the International Brotherhood of Teamsters is an affiliate of this Federation of Labor and we ask every affiliated organization in the Federation to support the International Brotherhood of Teamsters in its fight to maintain its jurisdiction against a non-affiliated organization.

Carried unanimously.

Teamsters Pledge Aid To Seattle Council

The General Executive Board of the International Brotherhood of Teamsters, meeting in the Stevens Hotel in the City of Chicago, August 27, 1948, after hearing the case of the trouble with the Machinists in Seattle, in the dispute now obtaining in the Boeing plant as a result of the Machinists refusing to recognize our jurisdiction over warehouse workers, as presented by Vice President Beck, Frank Brewster, and others, the General Executive Board unanimously endorsed the Teamsters Joint Council of Seattle and vicinity.

The General Executive Board furthermore pledged itself to render all aid within its power to the local unions of the International Brotherhood engaged in this struggle which was forced on them by another union which is independent and outside of The American Federation of Labor, and the General Executive Board calls on all affiliated local unions of our International and their friends to sustain, as much as they can within the law, the Teamsters Joint Council of Seattle in its endeavor to protect the jurisdiction of warehouse workers which jurisdiction was granted unanimously many years ago by convention of The American Federation of Labor.

Political Activity Plans Are Outlined

At the convention of the International Brotherhood of Teamsters

held in San Francisco in August, 1947, the General President referred to the fact that there was a national political election coming up in 1948, and that if it was deemed advisable the General Executive Board may call a conference of our representatives some time before the general election.

The General Executive Board in its meetings afterwards also discussed the matter and it was again discussed at the last meeting and the following action was taken, that all of our people and their friends that can will go out in their own districts and endeavor to help elect the friends of labor, whether they be Democrats or Republicans. Especially should they support those who are running for seats in the Senate or House of Representatives who voted for labor and against the Taft-Hartley Law. They should thoroughly watch and analyze their candidates and do what they can to defeat those who voted for the Taft-Hartley Law.

You can collect your own moneys as individuals and contribute as individuals. You cannot expend the moneys of your local unions in campaigns, and from now on we expect our large membership to interest themselves in the leadership and advice of the officers of their local unions and we again repeat and request you to put forth every effort to defeat those who supported and enacted into law that most vicious of all labor laws, the Taft-Hartley Law.

This was the unanimous action of the General Executive Board. Therefore, there will not be any conference called in Washington or elsewhere by the International Executive Board or its General President.

From now on, you, in your several districts must be on the job to defeat the enemies of labor or else those enemies will destroy you and your unions.

In the above unanimous decision it was brought out in the discussions

that moneys collected from voluntary subscriptions of union men or their friends should be expended by those representing the Teamsters Union in the several districts in behalf of the friends of labor and that the selection and endorsement of the candidates also be left in the hands of the local unions or of the committee of voluntary workers who may be set up.

This suggestion or discussion was also approved by the General Executive Board.

This is published for your information and advice.

West Coast Locals Backed Against Clerks

The International Executive Board has given full and careful consideration to the subject matter of dispute as it pertains to the Boeing Plant in Seattle.

After a careful consideration of the subject matter, the International Executive Board pledges to the officers and membership of Joint Council 28, its complete confidence in the position of Joint Council 28 and pledges the support of the International and its affiliated local unions throughout the United States and Canada.

The International Brotherhood of Teamsters was granted jurisdiction over all phases of warehouse work and must insist on the observance of this jurisdiction by the Machinists at the Boeing Airplane Company.

It further places itself on record that unless the slanderous and false attacks directed against Joint Council 28, its officers and International Union Representatives there be discontinued that this Board in behalf of this International Union will at once notify the International Association of Machinists that we will sever all recognition of that organization.

This International Executive Board hereby vests authority in the General President to exercise full

Building Council Charges Pressure Tactics by Machinists

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JOSEPH L. EGAN
PRESIDENT

1220

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CARPENTERS PAINTERS PLUMBERS IRON WORKERS ELECTRICIAN
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BOEING AIRPLANE CO ON BUILDING MAINTENANCE WORK WERE DURING
WAR PERIOD GIVEN THEIR CHOICE EITHER LEAVING THEIR LOCAL
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WILL MAKEAFFIDAVITS SUBSTANTIATING ABOVE INFORMATION IF
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COUNCIL=

:751 751.

judgment as it pertains to any financial support in the Boeing dispute and if a condition arises when the officers or International Representative bring to the attention of the General President that any financial assistance is needed he is hereby empowered with full discretion to determine all aid that in his judgment is needed.

The International Executive Board in pledging complete support to Joint Council 28 and its International Representatives will use every avenue of publicity available through the magazine and other mediums of contact to labor and

fully support the position taken by Joint Council 28 for the preservation of jurisdictional rights.

Executive Vice President Beck brought to the attention of the International Executive Board and they concur in his statements that the officers of Joint Council 28 stand ready at any time that the Machinists International Union will reaffiliate with the American Federation of Labor to submit the entire subject matter of dispute to conference between representatives of the International Association of Machinists and the International Brotherhood of Teamsters. Failure

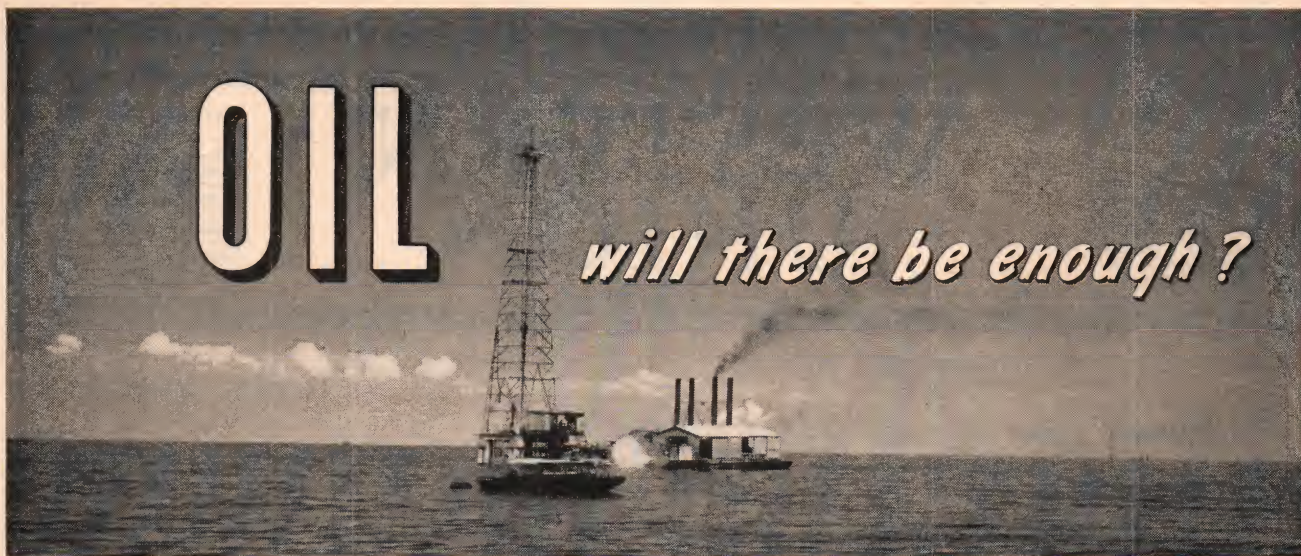
on the part of the conferees to reach a mutually satisfactory agreement the subject matter to be then carried to the Executive Council of the American Federation of Labor and the decision of the said Council to be final and binding on both parties to the dispute.

Relative to the Retail Clerks International Union, this International Executive Board finds that commitments were entered into in the form of definite agreement between representative officers of the International Retail Clerks Association and International officers of the Team-

(Continued on page 16)

OIL

will there be enough?



BY "TEAMSTER" STAFF WRITER

THE world moves today on oil. The wheels of industry are lubricated by oil and much of the power is supplied by petroleum sources. America's 31 million passenger cars and six and a half million trucks depend on petroleum to keep moving. Oil lubricates trade between the states and with our overseas customers. Oil is the magic fluid which makes possible the swift-moving pace of modern trade and industry.

But with all of the supplies of oil we have, do we have enough? Demand has increased tremendously since the war. We have more than a third more trucks and hundreds of thousands of new passenger cars. Will the present supply satisfy the many transportation, industrial, and domestic demands?

To obtain the answers to some of these questions, THE INTERNATIONAL TEAMSTER interviewed both Government and industry officials and studied industry and official reports. Here are the principal questions and the answers:

1. Will there be an oil shortage?

This is the \$64 question and should come after we have considered the many and complex factors. Oil experts and Government officials say we must consider the "short term" and the "long term" outlooks.

We are told that there will be oil products to meet present and anticipated demands if users, both commercial and domestic cooperate in conserving the supply. A subcommittee of the U. S. Senate Commerce Committee has warned that the mar-

Exclusive in the TEAMSTER

gin of safety in New York and New England is slim. The committee asked the governors of 32 states to revive emergency fuel conservation measures and to give consideration to the fact that an automobile going 60 miles an hour uses nearly twice as much gas as one traveling 40 miles an hour. This may mean the possibility of speed limits in the East, North East and North Central States.

Outlook Bright

Experts say the long-term outlook is bright. Even if no new reserves were discovered the present supply would not be exhausted in any fixed number of years. Numerous factors make for a short-term pinch which do not affect the long-term supply of oil when we look at our needs in the future.

2. What are the principal sources of oil today?

The United States for many years

has supplied its own needs and has had oil for export to overseas markets. The oil fields in the mid-continent, southeast and Pacific areas have supplied our needs.

But today we are actually importing. From 1922 to 1947 the U. S. was an exporter of oil and petroleum products and last year the oil we shipped out was about equal to the oil we brought into the country. In December, 1947, according to the Government's oil expert, we imported more than we shipped out to the extent of over 100,000 barrels a day. We are importing or bringing into the country nearly three times as much oil as we did 10 years ago.

3. What is our oil reserve situation?

Max Ball, director of the oil and gas division of the Department of the Interior, in a report to Congress said that the United States has 31.2 per cent of the world's known reserves of crude oil, while Venezuela has 10.4 per cent.

But there is a difference in the productivity of wells in various parts of the world. The average producing well in the U. S. produces 11 barrels a day while one in Venezuela produces 218 barrels a day and in the Middle East 4,000 barrels a day. Many of the U. S. wells are

old and have slowed down in production while those in Venezuela and the Middle East are new. The average wildcat well in the U. S. drilled in 1946 developed less than 518,000 barrels of new reserves, whereas the known reserves of the Middle East average more than 50 million barrels for every well so far drilled—that is up to early this year when the Government report relating these figures was filed. Today it is estimated that the U. S. has some 22 billion barrels in reserve and yet to be produced, and there are billions of barrels yet to be found.

4. *How much has consumption of oil products increased?*

Today this country is using petroleum products at the fastest rate in its history. The rate this year, estimates indicate, will be one-fifth more than was our wartime peak consumption.

Ten years ago our per capita use of oil was 367 gallons, while in 1947 it was 608 gallons—14 big 42-gallon drums and four 5-gallon cans left over for every man, woman and child in the country.

The machinery and equipment that use oil products have increased faster than the equipment necessary for production. Oil burners, automobiles, trucks, and diesel locomotives can be built more quickly than pipelines, oil wells, refineries and tankers.

Trucks Show Gain

Trucks have shown a tremendous increase. Registrations at the beginning of last year were up 1,633,000 from 1941, or an increase of more than one-third, and 900,000 additional trucks were registered last year. Busses were up nearly 44 per cent over 1941. Gas-powered farm equipment has increased, but the major additional gasoline

and oil users in the transportation field have been in trucks and busses.

New oil heating units throughout the country have accounted for further increased demands. In short, our demands are extremely heavy and are getting heavier.

5. *Is the petroleum industry expanding to meet these increased demands?*

Oil companies have stepped up their productive capacity in every way they can. The Government reported this spring to Congress that crude oil production had been increased nearly 40 per cent. With the oil fields producing at near capacity, little hope is seen for increasing the yield materially without damage to the long-term value of the industry.

One petroleum official in testifying before a House committee said that there is real hope in getting more crude oil if export of the necessary steel is permitted. "Increased



Many skills and crafts are employed in exploring, drilling, refining and distributing petroleum products. Top left—drillers at an oil well which has already started producing are shown. Top right—geologists use the latest technical and electronic devices in exploring for new fields. Lower left—view of an oil refinery in Texas. The oil industry is working virtually at capacity to keep the wheels of industry rolling and oil products supplied for home and factory. Circle—point of sale is shown in which a trucker is delivering fuel oil to a residence. Teamsters are a vital link in the chain of production and distribution.

production in Venezuela is essential to make sure of preventing an oil supply crisis in the United States," this official said.

The problem of steel runs through all phases of petroleum production—crude oil production, refining, and transporting.

Oil engineers are seeking new sources of oil off the nation's coasts in the tidelands area. This type of exploration is difficult, expensive and dangerous, but the great new yields, say geologists, as far as the U. S. supply is concerned, will come from the tidelands areas.

The industry is refining almost up to capacity and until more steel is available will have to continue with its present facilities.

New Tankers Planned

A ray of hope is seen in the transportation situation with the announcement by the National Petroleum Council that 171 additional T-2 type oil tankers will be in service the latter part of this year in order to meet peak demands of the fall and winter.

Oil and gas companies are expecting to spend \$4 billion this year and next in drilling additional wells, building pipe lines, tankers, tank cars, tank barges, expanding refining capacity, and installing additional distribution facilities. The industry, according to a Government report, has announced that it will spend \$10 billion at home and abroad in the next four or five years, more than half as much as it has spent in the previous 88 years of the industry's existence. One industry authority has estimated that in the next 10 years the oil industry will spend as much to expand its facilities as the total cost to the U. S. of the Marshall Plan.

6. Will synthetic production help?

The whole problem of synthetic fuel production is the cause of wide disagreement among engineers, scientists and Government officials. We have enormous potential reserves of liquid fuels in natural gas, oil shale and coal. The known re-

serves of gas in the U. S. is estimated at 160 trillion cubic feet. The oil shales of Colorado, Wyoming, and Utah are said to contain as many times as much oil as are present in the known field reserves. Last year for the first time natural gas and oil supplied more energy than coal.

Secretary of the Interior J. A. Krug is a strong exponent of a synthetic oil fuel industry. He sees the dawn of a new industry coming fast. He believes that we cannot continue to produce 63 per cent of the world's oil with only 31 per cent of the world's known reserves. He thinks that in addition to pilot synthetic manufacturing plants, the Government should establish commercial-size plants.

To produce about one-third of our present petroleum needs it would be necessary, say experts, to use 16 million tons of steel, invest \$1,200,000,000 in mines and \$9 billion in synthetic plants. The mining phases alone would be larger than the present coal industry.

The matter of military security has resulted in strong backing for a synthetics program. Defense Secretary James Forrestal has endorsed the idea of commercial-size plants. But private industry is inclined to go slowly in the synthetics program and the American Chemical Society sees the liquid fuel problem as the "first and foremost one of national defense."



Progress is being made in our own synthetic research and pilot production program. An oil shale demonstration plant at Rifle, Colo., produced its first crude shale oil in May when the retorts were placed in operation. At Louisiana, Mo., a 200-barrel per day demonstration plant is nearing completion and will begin operating this fall. From 100 to 200 tons of coal or lignite daily will be used.

Progress in Research

Research projects include an oil-shale development laboratory at Laramie, Wyo., synthetic gas and laboratory pilot plant at Morgantown, W. Va.; Bureau of Mines station at Pittsburgh, Pa.; coal to oil laboratory at Bruceton, Pa.; and a farm products to fuel semi-works plant at Peoria, Ill., under the U. S. Department of Agriculture.

7. Since the petroleum problem is so big, can or should anything be done by the average person?

Yes. Both the Government and industry are asking the cooperation of all users of petroleum products, particularly users of fuel oil. The heating oil situation, as indicated heretofore, is not too encouraging and every measure of conservation must be taken. Petroleum companies are encouraging heating oil users to fill all available storage capacity by early fall and to increase storage capacity if possible. Co-operative programs by the industry and the Government have been successful in the past in achieving a large measure of oil conservation, and in the coming winter we may see further requests made to "take it easy."

In short, we as a nation are not likely to have a full-blown crisis, but the day is past when everyone can waste precious oil and oil products with great prodigality. Only by the help of all can the nation be assured that inconvenience and hardship will be avoided on the part of oil products users.

Local 536 Wins Court Victory

LOCAL No. 536 of Hartford won a smashing victory in the courts of Connecticut when Superior Judge Samuel Mellitz ordered the Sealtest dairies of the General Ice Cream Corporation to arbitrate their dispute with the Teamsters.

General Ice Cream is a subsidiary of National Dairy Products Corporation, the largest and richest dairy combine in the world.

The ruling of Judge Mellitz sustained the Teamsters on every important point and exposed the Sealtest dairies as violating their contract, ignoring their promises and finally importing non-union men to take the jobs of members of Local No. 536, then at work under the provisions of the union contract.

Dairies Shun Ruling

The court decision was based both on the state law and on the contract between the Teamsters and the Sealtest dairies.

Instead of accepting the decision of the court, the dairies brushed it aside with almost the same contempt as they treated the Catholic and Protestant clergy of Hartford when both asked arbitration of the controversy.

The Sealtest dairies announced that "naturally" they would appeal. Just as naturally, they have consistently refused any proposal to settle the dispute other than complete surrender of the union and the establishment of an open shop in the Hartford dairies operated by General Ice Cream and controlled by National Dairy.

By appealing the case, the corporations hope to consume several more months and break the morale of the Hartford Teamsters who have been pounding the bricks since March 2.

But Secretary-Treasurer Henry C. Dauphinais said that the men

Judge Rules Dairies Must Arbitrate Dispute With Hartford Teamsters; Ruling Says Sealtest Violated Contract, Imported Labor

are still determined to fight and that the union still has the active support of all Hartford labor.

Judge Mellitz ruled that the contract between the Sealtest dairies and the union is still in effect and that the dairies are bound by it.

The contract carried an automatic renewal clause which the dairies disregarded when they brought in strikebreakers to take the jobs of their regular employees who had not stopped work.

The contract also carried a retroactivity clause but the corporation ignored that, too.

The only way the union contract could be legally terminated, the

judge said, was written notice from one party or the other 30 days or more before the expiration date of February 1, 1948.

On November 28 of last year the corporation wrote Mr. Dauphinais, demanding certain changes. The corporation now claims this to be notice of termination, which Judge Mellitz ruled it was not.

Jurist Raps Dairies

He sharply criticized the position of the Sealtest dairies claiming they sought to substitute provisions of their own for the contract and to deprive the union of the protection the contract gave.

Lobbying Is Big, Costly Business

Winning friends in Congress and influencing legislation is one of Washington's biggest "businesses."

Reports required by the government, which is trying to see just how much is being spent to sway solons, showed that eight organizations—lobbies with dressed up names—opened their purses to the tune of over \$100,000 each during 1948.

Among these was the Committee for Constitutional Government, which worked hard during the eightieth session trying to persuade Congressmen to cut taxes and repeal the Wagner Act. The committee spent \$244,012 flirting with Congress, which passed some of the things the CCG had requested.

In the fight over margarine taxes, both sides spent over \$100,000. The butter people put out a spread of \$128,590 and succeeded in keeping the taxes on oleo. Shouts of housewives the nation over almost had

more influence than the lobbies—but not quite.

The National Association of Electric Companies turned on the current to a meter reading of \$148,354 to defeat the proposed TVA steam plant fund, which would have broadened TVA's cheap-power production.

The National Association of Home Builders—the real estate lobby—quietly went about its business of spending \$131,640 to help defeat the Taft-Ellender-Wagner bill, while veterans' groups, labor unions and church organizations appealed for passage of the measure.

When the smoke of the regular and special sessions had cleared, the much-needed housing measure, already passed by the Senate, had failed to reach the floor of the House with its only effective provisions which could have relieved the housing shortage.

The list goes on. But, this is enough to show the lobbyists had a successful season.

EDITORIALS

by
**DANIEL J.
TOBIN**

Welcome, Mr. Secretary

Maurice J. Tobin, the new Secretary of Labor, has made an encouraging start in his new job, if the remarks he made at his induction and at his first press conference are indications of his future actions.

When he was sworn into office, Secretary Tobin said, "The damage done by the 80th Congress can and must be repaired if the Department is to carry out its full duties and responsibilities to the wage-earners and all the people. . . . The labor movement, which was responsible for the creation of the Department of Labor to give the workers a direct voice in their government, is giving us their continued support and cooperation. I am confident we will merit that continued support."

It is encouraging to the wage-earners to know that the new Secretary of Labor will fight to strengthen an agency which has been seriously weakened in the last few years.

Of even greater immediate significance to labor was Mr. Tobin's statement on the Taft-Hartley law.

"The law must be repealed," he said emphatically in his first press conference.

To that we say "Amen."

The new Cabinet member has a big job ahead in fighting for labor. He carries with him best wishes for success in his endeavors. We are glad to add our word of welcome to the new Secretary.

A Taste of Freedom

An interesting sidelight on the recent Olympic games held in London is seen in the efforts of several of the athletes from Russian-dominated countries to stay in England.

Athletes from Czechoslovakia and Hungary had an opportunity to see what life in a freedom-loving country is like. Eight decided to remain as refugees from their homelands. They discovered in England

some of the attributes of freedom and liberty which political orators of the Kremlin talk about a great deal but that few of the comrades ever see. And when these athletes did see and enjoy the atmosphere of freedom and safety, they decided not to return to their totalitarian countries.

This act of athletes in electing to remain away from home speaks more eloquently than a thousand radio broadcasts or propaganda movies. One can only conclude that if many of the millions of their fellow countrymen could be given the same opportunity, there would be a general exodus from the areas under the USSR yoke.

Profits Going Up

Profits for a number of leading American manufacturing industries are going up, according to the Federal Trade Commission.

This government agency made a study of 508 manufacturing corporations in 25 selected manufacturing industries and compared their profits in 1940 with those in 1947. The study was more than the usual "sampling" since the industries under study represented in the comparison year of 1940, 50 per cent of the total assets of all manufacturing industries. The rates of return are given after taxes for the 25 groups.

Here are some of the groupings with an indication of both their rate of return together with the gain in profits over 1940:

Office and store machines and devices showed a return of 24.9 per cent, which was 11.7 per cent above the 1940 return.

Paper and allied products showed a 20.5 per cent return as compared with 9.4 per cent in 1940.

Motor vehicle equipment manufacturers' return in 1947 was 19.3 per cent, or 12.3 per cent over the 1940 figure.

In biscuits and crackers the return reported was 19.6 per cent, or 10.8 per cent over the 1940 return.

Here are some of the industries and the return shown (after taxes), all of which looks like a pretty good take:

Motor vehicles, 18.5 per cent; tires and tubes, 15 per cent; soap, cleaning and polishing products, 24.3 per cent; industrial chemicals, 17.7 per cent; bread, 15 per cent; primary smelting and non-ferrous refining, and floor coverings, 14.9 per cent; petroleum, 14 per cent; flat glass, 15 per cent; electrical machinery, 18.7 per cent.

These look like pretty good profit returns. It is interesting to note that in only three categories were the returns less in 1947 than in 1940, and in those the profits are still substantial: cigarettes, 11.9 per cent; plug tobacco, smoking and snuff, 8 per cent; and engines and turbines, 5.5 per cent (caused largely by loss of a large company in the group which did not include Westinghouse and General Electric, two of the largest of this group).

It is well to know that the returns of manufacturing is still high when we hear talk about labor getting more than its share.

Savings Going Down

As profits go up, savings are going down, according to the Federal Reserve Board, which watches such things as profits, proportion of savings, etc.

Both the Federal Reserve Board and the Council of Economic Advisers have pointed out that the high cost of living is forcing more and more people to draw on their savings. Withdrawal of savings has long ago reached a danger point in millions of wage-earners' families.

According to the Federal Reserve Board, professional people increased their savings from what they call a median—or average—of \$1,300 to \$1,350, while the managerial and the self-employed raised theirs from \$1,250 to \$1,400. While these groups were saving more, other groups in the nation were suffering an opposite fate.

Clerical and sales people had been spending their savings and had scaled them down from an average of \$600 to \$500, with skilled workers curtailing theirs to \$250 from \$400, and in the lowest income group the unskilled workers had spent their low average \$50 entirely and had no savings left.

These figures, of course, are averages, but they indicate to an alarming degree what is happening. The profit picture, as we have seen, is the reverse. The Federal Trade Commission's nine-year study in

contrasts, as we have seen, shows considerable increases. And now the National City Bank of New York reports recently the combined net income of 500 leading companies in 1948. This report shows that for the first half of 1948 the income of these companies is up 28 per cent in comparison to the first half of 1947. And profits as a percentage of net worth went up 15 per cent.

The obvious question: Is business doing its share in putting the brake on inflation when its profits are skyrocketing? Workers should remember some of these figures, the high profit figures, when they hear talk about labor getting too much and business getting too little.

Must All Work Together

The American Federation of Labor Executive Council in its meeting which just closed in Chicago has come up with one of the most important suggestions we have seen in the fight against inflation and the continued rising cost of living.

The Council gave serious consideration to ways and means of fighting inflation. The wage-earner is the one who is hurt most in an era of rising prices. If he cannot buy, the purchasing power which keeps the wheels of industry going dries up and then we have a real depression.

The AFL has suggested that now is the time for the major elements in our economy to get together and make a concerted attack on high prices.

Stating that the economy cannot sustain the effects of inflation indefinitely, the Council said that America cannot afford the gamble of continuing prices and the possibility that things will "level off."

"The Executive Council," said the statement, "calls upon our Government to request business and agriculture to join with organized labor in a series of conferences to work out a voluntary program for the economic security of our country. The objectives of such a program should be to bring about an immediate halt to all price increases and a gradual reduction in prices."

The Council fears unemployment unless high prices are brought into control so that the working man can afford to buy the necessities of life for his family. These fears are well founded, and we believe that the way to tackle this problem of inflation is by a united effort of all—business, labor and agriculture.

Now let's see some action by all hands!

South Last Frontier of Unionism

*Southern Conference Includes 12 States;
Seeks to Launch Program of Organization*

by GALE F. MURRIN

The Southern Conference of Teamsters, including the entire membership of the International in the South, covers 12 states.

It is the most important section of the country because it is the last frontier of unionism. The South must be as thoroughly organized as the rest of the nation or else it will continue to remain a threat to the wages and conditions existing elsewhere.

It is the firm intention of the International to launch a program of organization that will eventually bring a higher standard of living to the men and women working under our jurisdiction.

Good Leadership

In such a campaign there are advantages and disadvantages.

The advantages are the high calibre of our union leadership in the South and the similarity of conditions existing in all the southern states.

The disadvantages are serious but by no means insurmountable. In fact we have been making consistent progress in spite of the greatest odds existing anywhere in the country, due to adverse economic conditions.

These economic conditions have retarded the industrial development of the South, although they were deliberately created by large employers in the hope that they would benefit the South by attracting industries looking for cheap labor.

This plan has had the opposite effect because cheap labor is ineffi-

cient labor and lacks the buying power to sustain the industries that move into the South.

Management is strongly entrenched in the South and has always exploited the unskilled worker, keeping him in constant fear of losing his job and entirely dependent on the employer for his meager livelihood.

Greatest Obstacle

The greatest obstacle that exists in the South is the determination of many employers to pit one class of workers against another, in spite of the progress that has been made in other parts of the country and in spite of the enlightenment that is coming to many people of the South.

In the mass production industries unionization is still bitterly resisted by management seeking to hold the wage differential existing between the North and South.

It is difficult for workers to break the shackles that have bound them to their underpaid jobs for so long. Being scarcely a step from starvation, they are haunted by fear of losing even the inadequate standard of living they have.

Progress Reported

It requires considerable perseverance and resourcefulness for union leaders to overcome these obstacles. Fortunately, our southern leaders have these qualities and they are making progress.

I have found good cooperation between the various local unions

and a thorough understanding of the task that faces them.

The future looks bright for success in an aggressive organizational campaign. Such a campaign is now being outlined in conferences between southern Teamster leaders and I am confident that it will achieve greater results than have ever been attained in the South.

Cincinnati Safety Campaign Set Again

Once again September is truck drivers' month in Cincinnati.

The plan was inaugurated last year as a special safety campaign and it proved to be such an outstanding success that Local No. 100 is staging a repeat performance.

If it succeeds as well this year, it is probable that it will be an annual event.

According to Secretary-Treasurer Otto H. Frobe of Local No. 100, the campaign has accomplished a dual result. In addition to making the city conscious of safe driving, it created much goodwill for the Teamsters.

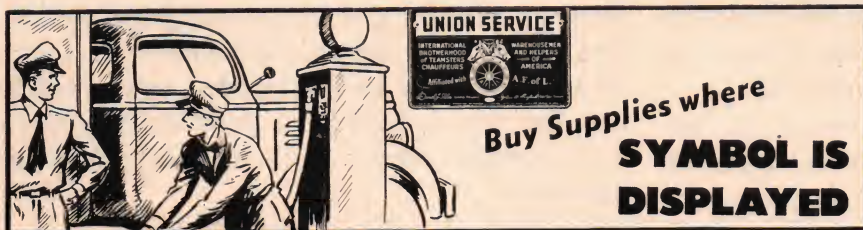
This year it is having an increased civic angle by stressing the importance of registering and voting.

Pamphlets which have been distributed every month announcing September as truck drivers' month, contain information of registration dates and the places of registration.

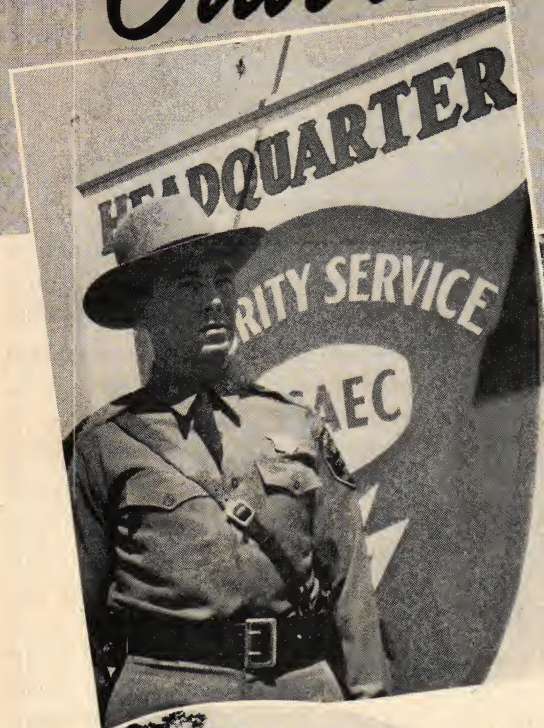
They also include baseball schedules, streetcar schedules and the words of popular songs, in addition to the message of safety. The union has found, as it expected, that the pamphlets are saved and constantly referred to by the public, thus keeping Local No. 100 and its program favorably before the people.

The pamphlets have also publicized current civic events and have brought the Teamsters considerable recognition.

If Local No. 100 continues to expand its public relations program it will find itself in a position of unchallenged leadership.



Guarding the ATOM



Upper right and in oval—Security inspectors check in every visitor coming to the Los Alamos project. This includes workers arriving by the winding road or visitors arriving at the upland airfield. Upper left—A member of the crack force of security inspectors, Capt. D. P. Dickason, is shown in front of the Security Service building at Los Alamos, New Mexico.



On a high mesa near Santa Fe, N. Mex., is located the Atomic Energy Commission's Los Alamos project where practically all the research, development, manufacture and assembly of the atomic bomb takes place.

To safeguard the atomic bomb in one of the most exacting security jobs in the world, the Commission has recruited and maintains 600 security inspectors. This colorful outfit of picked men comes chiefly from ex-service personnel—infantrymen, paratroopers, flyers, sailors, military police, etc.

In their smart horizon blue uniforms these security inspectors strike the visitor as a cross between the U. S. Border Patrol, the Texas Rangers and the Royal Canadian Mounted Police. These specially trained men are young, smart, tough and alert—and constant training along military lines keeps them that way. They are excellent horsemen and can handle anything from an M-1 carbine to a machine gun.



Security inspectors are shown at M-3 target practice. All are excellent marksmen.

Our Nation's Crisis in Education

AMERICA'S SCHOOLS reopen this month. Some 32 million youngsters will be returning to grade schools, high schools, colleges and special institutions.

But 5,000,000—some say nearer 10 million—of these young people will be getting a poor education. And tens of thousands more children will be in no school at all be-

Exclusive in the TEAMSTER

cause there will be none for them to attend.

At least 5,000,000 children—nearly one out of five—are receiving an inferior education.

Two out of five school teachers in the last five years have left teaching for other work.

Less than one-third the teachers we need are entering the educational field.

100,000 teachers are holding emergency certificates, in most cases denoting lack of sufficient training for their jobs.

The average teacher gets little more than \$2,000 a year, about \$40 a week.

There is a "baby boom" that points upward sharply in the num-

As Schools Reopen, One of Every Five Children in U. S. Faces Prospect of Inferior Learning; Teachers Are Forced from Field

BY "TEAMSTER" STAFF WRITER

ber of pupils, pointing to needs for more teachers, schools and equipment.

America has 10 million illiterates—people who can neither read nor write.

1,000,000 men were disqualified for military service in the last war because of educational deficiency; 350,000 were unable to sign their own name.

Education is our first line of defense. Unless America awakens as to what is happening to its schools, it will be flirting with disaster. Democracy cannot survive in a country which educates its people inadequately. Poor schooling for children today will mean inferior citizens 10, 15 and 20 years from now.

Two-Fold Breakdown

The plain fact is that we have suffered a serious breakdown in our educational system. This breakdown is apparent on two fronts:

1. A shocking breakdown in teachers' morale, and

2. A disastrous physical decline in the plant, facilities, and equipment of our educational system.

What has happened to teaching? Why are two out of five leaving for other jobs?

One of the basic answers is simple: low salaries. The average classroom teacher in America gets approximately \$2,000 a year. This is a wage less than all but the unskilled receive.

It is estimated that 350,000 teachers have turned to other work in the last five years. Nor are sufficient numbers of young people entering the teaching profession. We are getting less than one-third the number we need to maintain proper educational standards.

As a result of increasing school population and decreasing number of teachers is the issuance of tens of thousands of "emergency" certificates.

The turnover in teaching in the U. S. is one out of five or 20 per cent. In Britain it is 3 per cent.

Many educators are alarmed at the fact that teaching is becoming too much of a woman's profession. Fewer and fewer men have been entering teaching. Most educators and parents strongly believe that there should be a far greater number of men teachers than we have. But men who wish to have a decent living standard and maintain families cannot afford to become teachers.

A city school superintendent observes that when we pay charwomen more than we pay teachers, we are



More modern school buildings like this one are needed.

not going to buy the best brain power to teach our children.

But the low salary scale is not the only reason for two out of five teachers transferring to other jobs. Teacher morale is low—very low, and in many cases due to factors which can be corrected in part by the community.

Poor Equipment

Too often teachers are given poor tools with which to do their job. The “poor tools” may mean everything from ill-lighted, unsanitary, inadequate buildings to a shortage of text books, lack of libraries and an absence of such new devices as radios, or still and motion picture film projectors. And in many cases shortage of such simple necessities as paper, pencils, chalk, and blackboards have been found.

Five years ago a Government agency, the National Resources Planning Board in a report said:

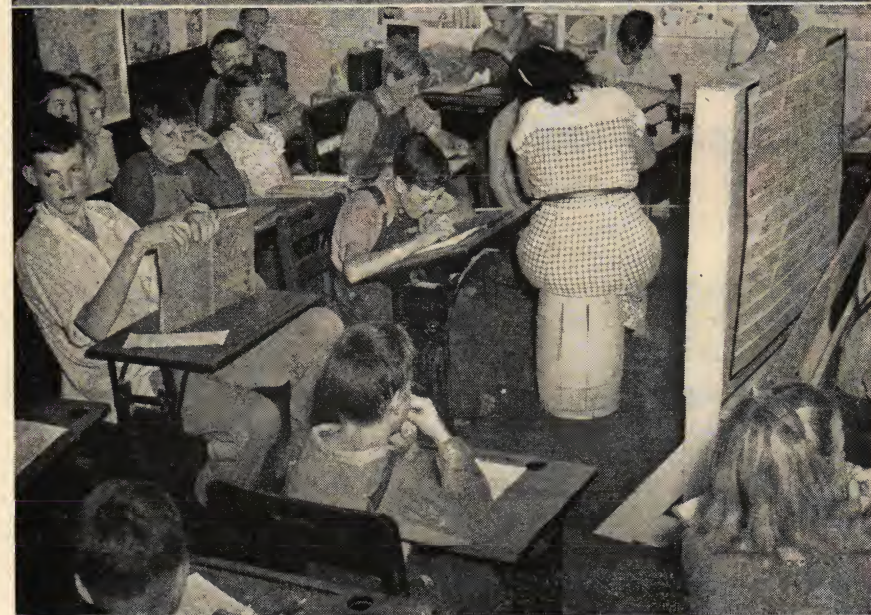
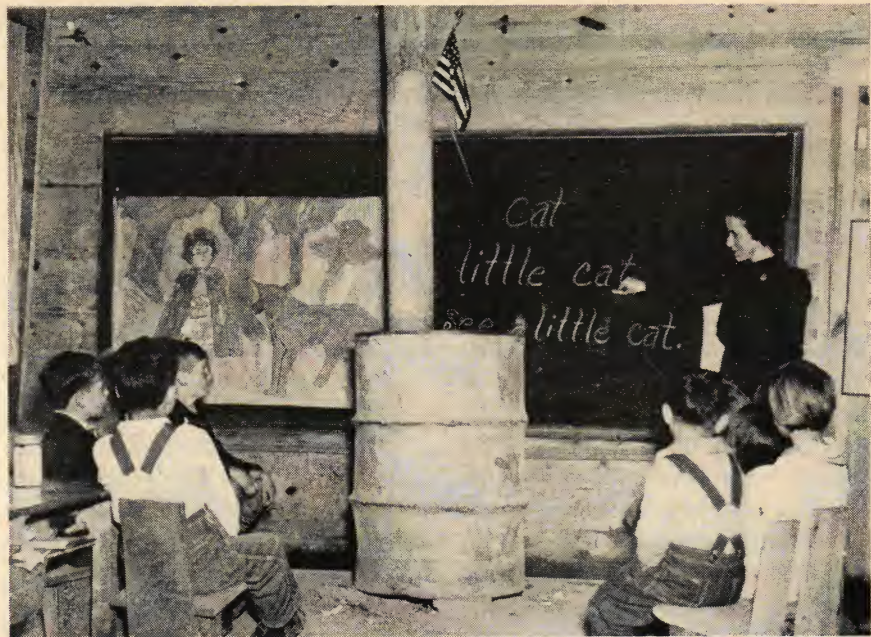
“it appears probable that half the school children below college grade are now housed in school buildings that are either obsolete or poorly located.”

That was five years ago. And while some steps have been taken to correct the lack of buildings, the shortage is still almost disastrous. The U. S. Office of Education says we need to spend \$8,000,000,000 to get our elementary and secondary schools in first-class shape.

In the depression days the U. S. spent 5 per cent of its income on education, but today a smaller slice of the income is going for that purpose. We are spending more for either liquor or tobacco than we are for education.

But low wages and lack of equipment are not the only reasons for the alarmingly low teacher morale. Other and more personal reasons are present. Teachers today say they want more than anything else freedom to teach. They are called upon by the school and community for so many outside activities they do not have sufficient time to devote

(Continued on page 32)



Inadequate quarters, crowded classrooms, and lack of proper facilities are shown in these pictures. Note the makeshift half-partition in the bottom photo in a room in which two teachers must conduct classes at the same time.

Metropolitan Locals Set Pace

*Railway Express Workers in New York
Get Five-Day, 40-Hour Week; Set Precedent*

by MICHAEL J. CASHAL

I have watched more than 40 Labor Days come and go as an officer both local and International of the Teamsters' Union. In that time I have seen the labor movement grow from an awkward and helpless infant to a giant of great influence and responsibility.

I have watched the International grow from a score of thousands to a million stalwart and trustworthy members. I have watched the Teamster locals in the Metropolitan New York area grow from a handful of men to more than 100,000.

With this growth have also come outstanding benefits in wages, hours, and conditions of work undreamed of in the early days. The New York locals pioneered in the establishment of the five-day, 40-hour week for the for hire trucking industry.

Now the majority of the truck drivers throughout the nation enjoy the 40-hour week. New York area Railway Express Drivers are the first railway express workers to establish the five-day, 40-hour week, and have thus provided a spring-

board for the establishment of the shorter work week for other railway express workers and for a million and a half railroad workers.

There are two outstanding developments on the Eastern Seaboard.

One is the organization of the Eastern Conference of Teamsters in which the locals of 13 eastern states have banded themselves for purposes of mutual aid and assistance within the framework of the laws of the International Union and with the official approval and guidance of the general president and executive board; and second, the creation of the area committee of the Trucking locals in the New York-New Jersey Metropolitan district.

The purpose of this area committee is to establish more stable employment and better working conditions for all trucking employees in the area and in cooperation with the employers in the area to promote the growth and prosperity of the trucking industry as a whole.

Though this Labor Day finds the labor organizations besieged on all

sides and threatened by the sabotaging provisions of the Taft-Hartley Law, the labor movement is stronger than it has ever been, has more resources than it has ever had, and its membership is determined to emerge triumphant from this struggle and to go forward in its striving to build a sounder more prosperous and more democratic economy for the American people, both workers and employers alike.

Teamsters, AFL Boards Back Beck

(Continued from page 5)

sters International Union. It further finds that there is an attempt being made to violate these agreements and also to breach leasing agreements that would cause substantial financial loss to Joint Council 28.

The International Executive Board hereby goes on record to the effect that unless this situation in Seattle is immediately terminated and the Clerks cease and desist from their present activities that the International Brotherhood of Teamsters will sever all recognition of and all relation thereto with the International Association of Retail Clerks.

The International Executive Board calls upon all its affiliated local unions to give complete aid and support to our Joint Council No. 28, its officers and members at Seattle in carrying out the provisions above set forth.

The General Executive Board instructs its International officers, joint councils and local officials to immediately contact the Retail Clerks officials in their local area and notify them fully of this action and the results of it in their districts if put into effect by severance of relations.

This is the unanimous action of the General Executive Board based on the request of the representatives of our organization from the West Coast dealing with the Boeing plant.

Redesigned Journal Uses New Type Face

Though to the layman there is little noticeable difference in type faces, to the expert typographer there is as much difference as there is between a one-horse shay and a new, streamlined truck.

When this newly designed TEAMSTER was still in the discussion stage, the matter of selecting a body face was settled only after numerous consultations. The final choice was Times Roman, which you're reading now and which appears throughout the rest of the magazine. Times Roman is a new type face, designed after long and exhaustive trials and

cut simultaneously by the Mergenthaler Linotype Company in this country and by the Linotype and Monotype companies in England.

This new type face was first announced in this country four months ago at the American Newspaper Publishers Association convention.

Designed by Stanley Morison, Times Roman has the desirable virtues of greater economy of space than any comparable periodical face, with maximum reading ease. It has clear, open letters that retain their clarity and print sharp and clear in all types of printing reproduction.

LLPE. Actions bring Results

BY "TEAMSTER" STAFF WRITER

POLITICAL action by labor is paying off in 1948 election victories, according to Joseph D. Keenan, Director of Labor's League for Political Education.

A summary of victories won by labor thus far this year was given by Mr. Keenan in an interview with a representative of THE INTERNATIONAL TEAMSTER.

Primary victories by labor-backed candidates in several states indicates the effectiveness of trade unionists, according to the LLPE official.

Thirteen Defeated

With voting on the Taft-Hartley bill as a primary basis for judgment, labor has been able to mobilize its force to defeat two anti-labor candidates for the United States Senate and eleven candidates for nomination election to the House of Representatives. In addition, two out of three candidates for the Senate and the House endorsed by labor have won their party nomination.

The LLPE is working on national, state and local levels, said Mr. Keenan and efforts are being made to see that labor makes its voice and influence effective "all the way down the line."

The primary drive, pointed out Mr. Keenan, is to see that every wage earner and every adult member of his family eligible to vote is properly registered. Efforts have been made to work with state divisions of Labor's League in seeing that a record registration is made and a strong campaign will be continued throughout September and October to see that the registered voters actually vote.

"The only votes that count are those that get into the ballot box," said the league director. Our in-

formation indicates that labor has the votes—if they are registered and if they actually vote. We have been working with the state people on this matter, because they have a double-interest in registration. They have the interest of the national elective officers, plus the state candidates whom they wish to see successful.

Four friendly candidates for the United States Senate have had the backing of Labor's League for Political Education and these four have won. The most dramatic victory came August 5, in Tennessee when Congressman Estes Kefauver won the Democratic nomination for the Senate over two other candidates, one the incumbent, Tom Stewart, and the other Judge John A. Mitchell, backed by Ed Crump, long-time political boss of Tennessee politics.

Crump Man Trails

Kefauver defeated his opponents getting 152,000 to 118,000 for Senator Stewart with the Crump candidate trailing with 79,000. Congressman Kefauver will face Congressman B. Carroll Reece, former Republican National Committee chairman.

(The victorious Democratic candidate was backed by the AFL, CIO and the Railway Brotherhoods).

Labor united in North Carolina to displace Senator William B. Umstead who had been named in 1946 to fill the unexpired term of Senator Josiah W. Bailey. Senator Umstead had supported the Taft-Hartley law and was regarded as unfriendly to labor by North Carolina's trade unionists. Labor backed J. M. Broughton, a former governor. Removal of Senator Umstead from the national scene is regarded as a

real step forward politically by labor.

Mrs. Margaret Chase Smith of Maine won the Republican nomination for the Senate with the backing of progressive elements of that state. Mrs. Smith had been in Congress since 1940 and in the Maine Republican primary defeated three men, including an ex-governor who also sought the nomination. Representative Smith voted for the Taft-Hartley bill, but otherwise she has an excellent record and labor political leaders regard her as the most progressive public figure to come from Maine in many years. Railway labor groups were particularly active in backing Mrs. Smith.

Two other incumbent Senators were renominated by their party with the backing of labor political groups—Senator John J. Sparkman of Alabama and James E. Murray of Montana, both Democrats. Both Senators are friendly to labor; they both voted against the Taft-Hartley bill and both were backed by trade unionists groups in their respective states.

Victories in House

Victories for labor-backed candidates have also been chalked up in the races for House of Representatives candidacies. Pete Jarman in Congress from Alabama for more than ten years from the Sixth district and Carter Manasco in Congress from the Seventh District since 1941 were both defeated for renomination. Both are Democrats and both voted for the Taft-Hartley bill. Edward de Graffenried, Tuscaloosa, defeated Congressman Jarman and Carl Elliott, Jasper, won over Congressman Manasco.

Representative Emory H. Price, Democrat of Florida, was defeated

for renomination by Charles E. Bennett who had the backing of labor.

In Iowa labor scored a real upset over the tories when Congressman John W. Gwynne, Republican from the Third District, a seven-term member and regarded as dean of the Iowa delegation, was defeated. He was up for renomination to succeed himself when labor backed the candidacy of H. R. Gross, a radio broadcaster and former editor of the Farm Union News. Gwynne's loss gave labor one of its best victories thus far.

UMW Counsel Wins

In Kentucky a labor-supported aspirant, James S. Golden, a United Mine Worker attorney, was named as Democratic candidate for Congress from the Ninth District to fill a vacancy. C. Jasper Bell, anti-labor Democrat from Missouri's Fourth District, did not run for renomination. His seat will be con-

tested for by a man labor did back, Leonard Irving, President of the A. F. of L. Laborers' Union.

An anti-labor congressman in North Dakota lost in his effort to win renomination when Usher Burdich, a former member of the House defeated Charles R. Robertson, Republican.

In Pennsylvania three Taft-Hartley congressmen went down for the political count before the candidacies of opponents who were supported by labor. James Gallagher, First District, was defeated by John De Nero. E. Wallace Chadwick, Seventh District, lost to Ben F. James, and James P. Scoblick, Tenth District, was beaten by Nelson Nichols. All candidates were incumbent Republican members.

Labor also registered another victory in the Deep South when South Carolina's John J. Riley, Democrat, lost in his race for renomination to Hugo S. Simms, a labor spokesman in the South Carolina legislature.

Riley was elected to Congress in 1944 from the Second District.

Labor's political power exerted itself in Tennessee in congressional candidate races as well as in the hotly contested Senatorial contest. Dayton E. Phillips, one of the 11 Republicans who voted against the Taft-Hartley bill, was renominated over the opposition of B. Carroll Reece, tory Republican political leader and former national G. O. P. chairman. He was elected to Congress in 1946 and has a good labor record. Labor wants to keep him there. Wirt Courtney, Democrat from the Seventh District, went down to defeat, with Pat Sutton, labor supported candidate, as the winner. Congressman Courtney had been in the House over ten years.

Labor has been an effective force not only in House and Senate races, but also in state contests, according to the progress report Director Keenan gave to THE INTERNATIONAL TEAMSTER.

In Florida, for example, Tom Watson, a notorious anti-labor politician, was defeated by Fuller Warren for the nomination for governor. Warren had the backing of labor. Watson ran later for the Supreme Court of his state but labor came through again and literally smacked him down.

Labor's activity in Iowa was responsible for the defeat of Governor Robert D. Blue who lost to Wm. S. Beardsley. Governor Blue had broken the packinghouse strike and had incurred the wrath of all factions of organized labor.

An interesting sidelight in the Iowa contest may point to significant strength of labor that is not always apparent in public opinion polls. The Iowa poll, sponsored by the Cowles Brothers newspapers (*Des Moines Register-Tribune*) forecast that Governor Blue would receive 55 per cent of the votes and Beardsley 45 per cent. When all precincts were heard from, Beardsley had received 60 per cent and Governor

(Continued on page 30)

Labor Helps Beat 'Boss' Crump

Congressman Estes Kefauver Scores Win Over Stewart, Mitchell, with Labor Aid

"It was a peaceful revolution."

These words were used by the Memphis *Press-Scimitar* to describe the August 5 upset of the Boss Ed Crump political machine in Tennessee. The labor-supported candidate, Representative Estes Kefauver, defeated Senator Tom Stewart and the Crump candidate, Judge John A. Mitchell, for the Democratic senatorial nomination.

Boss Crump has been having political things his own way in Tennessee for many years and few have been able to challenge his rule. Organized labor and their political action groups including those from the American Federation of Labor, the Railway Brotherhoods, the independents and the Congress of Industrial Organizations, all joined to support the Kefauver candidacy.

When all the returns were in, the

Crump candidate had been decisively beaten. He ran third with Senator Stewart getting second place. Congressman Kefauver polled 152,000 votes to Senator Stewart's 118,000 and Mitchell's 79,000.

To show the extent of the victory, the Crump man was able to top Kefauver by only 10,000 votes in Shelby County, which is normally pro-Crump, by 55,000 to 60,000. Crump had not lost a voting precinct in Memphis for 22 years. This year he lost 23 to Kefauver.

Congressman Kefauver has an excellent labor record. He voted against the Taft-Hartley bill and is regarded as one of the ablest men in the House of Representatives. He will be opposed by B. Carroll Reece, Republican, former chairman of the Republican National Committee and protege of Senator Robert A. Taft.

Wanted: Another Pete McGuire

I OFTEN wish that Peter J. McGuire could be with us today, if only for a moment, to witness the fruition of his dream—a mighty American labor movement counting its membership by the million.

McGuire would be 96 years old if he had lived to celebrate Labor Day this year. But those who do observe the day will be thinking of Peter McGuire and crediting him with accomplishments that few men have achieved.

I was a young man in the labor movement shortly after the career of McGuire, the beloved pioneer, had ended. He was an inspiration to me as to most of the other union men of 40 years ago.

Worked Under Cover

Those were rugged days in labor with every union struggling for its existence and its members black-listed and forced to conceal their union affiliations as though they belonged to a subversive society.

We have come a long way since then but we have by no means assured ourselves of the success that Peter McGuire foresaw. A long road still lies ahead and our unions must be vigilant and determined to protect the rights they have won.

It was on September 5, 1882, that the first Labor Day parade was held in New York on the suggestion of McGuire, then Brotherhood of Carpenters secretary-treasurer.

The employers and the newspapers of New York bitterly resented the idea and threatened to dismiss any employees who participated.

Yet 30,000 men turned out in defiance of this attempt to intimidate them. They were greeted with enthusiasm by the spectators who applauded the long lines of union men, then affiliated with the Knights of Labor.

In 1884, organized workers staged parades in Cincinnati, and

Originator of Labor Day Termed Founder Of Labor Movement; Organized Brotherhood Of Carpenters When 29, Helped to Form AFL

by JOHN F. ENGLISH

in Lynn and Haverhill, Mass. Recognizing the dynamic spirit of the union men, the Federation of Organized Trades and Labor Unions adopted a resolution declaring the first Monday in September to be Labor Day.

In 1886, the American Federation of Labor which grew out of the Federation of Organized Trades and Labor Unions, indorsed the idea and in 1894 Labor Day became a national holiday.

This was in conformity with McGuire's original plan. He always knew what he was doing and he had a reason for it. He recommended the first Monday in September because "it would come at the most pleasant season of the year, nearly midway between the Fourth of July and Thanksgiving and would fill a wide gap in the chronology of legal holidays."

Peter McGuire is often remembered as the man who created Labor Day and as nothing else. It is often true that a man is remembered for one spectacular event, even though it was by no means the most important event of his life or his most important contribution to society.

If that was all Pete McGuire had done, he would still be worthy of the respect and gratitude of the generations that followed him.

Inspiration to Labor

But that is by no means all. He could truly be classed as the founder of the organized labor movement in the United States and as such, an inspiration to labor all over the world.

He was one of the men who made the central labor union of New York an effective force in uniting the workers of the city so that they could assist each other in times of trouble and present at all times a solid front to their enemies.

He organized the powerful Brotherhood of Carpenters in 1881 when he was only 29 years old. For 25 years he was its secretary-treasurer.

Not content with that, and with a clear vision of what labor needed, he was one of the organizers of the American Federation of Labor and was the secretary of its founding convention.

In great measure, McGuire's efforts have been crowned with success. Today most of the affiliates of the American Federation of Labor have more members than the entire labor movement did when McGuire organized the first Labor Day parade.

But with strength and power has come division and rivalry.

Need for Unity

If all labor unions could be joined together in a common organization, the working men and women would speak with a voice that would command attention and respect.

Peter McGuire accomplished that once. He started us all together along the same road.

When I say that I wish he could be with us again today, it is not merely for the great satisfaction it would give him. It is for the inspiration it would give us.

What American labor needs today is another Peter McGuire.

Teamsters Make Gains in Nation

Progress is the word of the day for the Teamsters. From throughout the nation, general organizers report advances in organization of non-union workers, in the settling of wage disputes, in gaining better working conditions for members of the Brotherhood. All this progress is being made, they say, despite the restrictive national anti-labor law and, in some instances, even more oppressive restrictions in the respective States. In every section of the country, gains in membership are being recorded. New contracts, in nearly every instance, provide for cost-of-living wage increases. The following is a nation-wide round-up of reports from field organizers of the Teamsters:

Locals in Missouri, Illinois Advance

By HAROLD THIRION

The Teamsters' local unions generally in Missouri and in Illinois are making substantial progress and exert every effort to keep in step with the trend of the times.

The King-Thompson and Madison Laws in Missouri, a type of restrictive labor legislation which has been enacted in various other states, make the operation of a labor organization more difficult. However, in spite of the additional requirements made necessary by this state legislation, along with those of the Taft-Hartley Act, favorable wage increases have recently been negotiated.

Members employed in the local cartage industry in both St. Louis and Kansas City, Missouri, have been successful in consummating agreements with substantial wage increases.

Dairy Workers Local No. 603 of St. Louis recently concluded a two-year wage agreement which provided substantial increases for the first year, with cost of living increases for the second year.

In Illinois, the State Teamsters' Conference, which includes in affiliation all those local unions in the

General Organizers Report Substantial Progress in All Phases of Brotherhood's Activities, Despite Anti-Labor Laws

state except those affiliated with Joint Council No. 25 of Chicago and vicinity, has been active in legislative matters and in assisting the local unions to achieve a greater degree of cooperation. Monthly meetings are held at which subjects of general interest are considered and assistance rendered to local unions in negotiating contracts.

The state legislators to date have not burdened labor in Illinois with restrictive laws such as have been enacted in several other states in recent years, and it is hoped that the liberal attitude will continue to prevail. As wage agreements expire new agreements are completed with wage increases to meet the ever-spiraling increases in the cost of living.

Plans are being formulated for an extensive organizing drive in the auto parts and petroleum industry, which has a large potential membership.

Louisiana Scene Termed 'Bright'

By M. W. MILLER

The situation in Texas is mainly characterized by the operation of unions under nine stringent anti-labor laws which, as a whole, can be described as the worst in the United States. All forms of union security are gone. Stringent criminal and injunction remedies are provided against "secondary boycotts," "secondary picketing," "violation of anti-trust laws," etc.

The sponsors hoped as a result that most unions would carry on very little organizational work. However, Teamster organizational activity is proceeding full swing, especially in the freight division. The largest company union in the state, covering several of the biggest oper-

ations, has been invalidated by the National Labor Relations Board. Election petitions and organizational work are now in process and there is every hope of success.

It is a paradox but it is true that in Texas, notwithstanding many growing pains and notwithstanding the opposition of the laws and the courts, the labor movement as a whole and the Teamsters in particular are showing steady growth, good spirit, and good prospects for the future.

An unknown quantity for the immediate future is the effect of the Dixiecrat movement. It is whipping up race feeling and there is a possibility that some white workers may be so confused that they will find it difficult to recognize a union man's interest in a high wage level for all employees. An organized effort on the part of liberal and moderate politicians, assisted by the bulk of organized labor, is being made to combat Dixiecrat influence in the state.

In contrast to the picture in Texas, Louisiana offers a brighter scene. The new administration of Earl K. Long has refused to participate in bitter labor-baiting which has been characteristic of the rest of the South. The state legislature has enacted a new anti-injunction law for Louisiana and a ban on the importation of strikebreakers across the state line. The state government evidences a concern for the welfare of the working man.

Organization activities in the state have proceeded with good success and have been marked by 100 per cent victories in all union shop elections conducted by the Teamsters. There has been a good increase in membership in both Texas and Louisiana and we are looking forward to the greatest period of organization that we have ever known.

Southern Group Has 'New Look'

By LEE KRUGGEL

It has been only a few weeks since I was officially assigned to the states of Georgia, Florida, North Carolina, and South Carolina. Therefore my report must be one of intention rather than attainment.

In the last few years I have worked in each of the 12 southern states which comprise the Southern Conference of Teamsters and I sincerely believe that the potentialities in these four states are the greatest of any in the South.

The Southern Conference of Teamsters has acquired a new look. Under the leadership of International Representative Gale F. Murkin, with the harmony and cooperation which now exists in the South, and with plenty of leg-work, which our business agents know well how to give, this territory soon can and will take its place as a vital and integral part of the Teamster movement.

New England Aims Are Outlined

By NICHOLAS P. MORRISSEY

I have always felt that the mission of the International Brotherhood of Teamsters in the New England States is best carried out by following two fundamentals: (1) organizing and (2) servicing.

The New England Conference of Teamsters has made men and material available to me to carry out these fundamentals.

Men have been chosen from the ranks on merit, ability and experience, and have been charged with organizing tasks within the jurisdictions of the various local unions.

Material has been made available in the form of handbills, flyers and other organizational literature. Newest addition to the stock of material is three sound units that can be carried on foot or in a car and that make organizing work more powerful and effective.

Progress in the last year's organizing effort is reflected in the addition of three new local unions in the region—Local No. 978 in Providence,

and Locals No. 504 and No. 939 in Boston, as well as an over-all membership increase of about 7,000.

The New England Conference of Teamsters has been, as rapidly as possible, developing a long-range plan of organization.

A public relations office was installed last year. It publishes the newspaper, *The New England Teamster*, now a year old, which is the monthly organ of the movement in the region. This tabloid newspaper supplies information to the membership and officers, provides a forum for views and carries the Teamsters' story to schools, libraries, public officials and the general public.

Another department activated last year is the research and statistical division, which is charged with collecting copies of all existing agreements in the region. This division also exchanges information with other areas relative to contracts and furnishes to local unions information pertinent to collective bargaining. This division also designs handbills and literature used in the organizing drives.

Still another department is the machine records division, which files the names and addresses of each member in the region.

Operating within the framework of the New England Conference of Teamsters are its various important trade divisions, which are working through uniformity of wages and conditions to bring harmonious relations to the regional industry so that management will enjoy a pacific state, union men better working conditions and wages, and the general public finer service.

Two economic disputes are current in the region, which are the special concern of the International inasmuch as management has chosen to challenge the fundamental of reasonableness inherent in Teamsters' practice of collective bargaining.

In the first case a superior court has vindicated the Teamsters' position by directing management to arbitrate in accordance with the terms of the contract. This case involved the locking out of 250 members of Local No. 536 of Hartford, Connecticut, in an unfair labor practice by the General Ice Cream Cor-

poration's Hartford dairies of Bryant and Chapman and R. G. Miller & Sons. The immovable position of the management has made the union explore the possibility of setting up a cooperative dairy in Hartford and plans are well on the way to duplicating the successful milk cooperative in Minneapolis, which started in 1920 from a similar impasse.

In the second case the management has, as in the first case, disregarded the reasonableness of the Teamsters by refusing to listen to any proposals, after the men, who worked all through the war faithfully for 69 cents an hour, joined Local No. 340 of Portland, Maine, to improve their conditions. The company, The Coca-Cola Bottling Plants, Inc., of South Portland, has hired strikebreakers and declared the five-month-old strike issue closed.

Cooperatively assisting in this over-all program of organizing and servicing are Teamsters Joint Council No. 10 of Boston and Vicinity, covering northern New England, and Teamsters Joint Council No. 64 of New Haven and Vicinity, covering southern New England.

Contracts Show Michigan Pay Gains

By R. J. BENNETT

Our organizations have been making steady progress in Michigan. Despite the Taft-Hartley Act or our own state law, the Bonin Tripp Act, all new contracts that have been negotiated show an increase in wages and also show an improvement in working conditions.

The Taft-Hartley Act has not been able to stop the progress or extension of our union in the state of Michigan. All of our local unions have been proceeding with their organization work, carrying out the policy adopted by the International Union.

We have won more than 99 per cent of our union shop elections. Our state law, the Bonin Tripp Act, has not been able to injure us. It is only a nuisance. We have complied with the law and have won all of our elections on the strike vote.

A recent decision of vital importance to the Teamsters' Union and

to the labor movement generally was handed down by a state circuit court judge, declaring a portion of the Bonin Tripp labor law unconstitutional. The decision upheld the right to strike and upheld the position of the Teamsters' Union.

Although we were not involved, this was the first court test on the statute and organized labor in Michigan has a right to hope that the violently anti-labor position of the state legislature may be corrected by fair-minded judicial tribunals.

There is nothing in sight at the present that our locals, comprising the Michigan State Conference, cannot withstand or overcome.

Virginia Shackled By Strong Law

By THOMAS P. O'BRIEN

In the state of Virginia we have five local unions which are located in the following cities: Two at Norfolk, one of which is a general charter and one covering beer drivers; one at Roanoke, which is a general chartered local union, and two at Richmond, one of which is a general chartered local and one which covers warehousemen. All of these local unions are doing as well as can be expected under the conditions that now prevail.

We have the anti-closed shop law here, which denies even the right to an election for the union shop, which the Taft-Hartley Act provides for. In fact, the National Labor Relations Board will not conduct an election where we have a company operating in interstate commerce, and further, the employers and the political machine as well as members of the Manufacturers' Association are conducting a vigorous campaign to destroy the unions in this state by advising their employees that they do not have to be members of the union in order to work, and further, they are told they are fools if they pay their dues. With few exceptions the employers are refusing to cooperate with the union officials. Nevertheless, we are holding our own in membership and gaining new ones.

In respect to West Virginia the situation is somewhat different. We have no state law and we work under

the provisions of the Taft-Hartley law. In this state we have four local unions, all of which are general locals and are located in Charleston, Wheeling, Huntington and Fairmount.

All of these locals are doing well and are showing an increase in their membership, notwithstanding some attacks made on them by some employers, members of the National Association of Manufacturers and others who are not members but following in their footsteps. We have won several elections for the union shop and for the right to collective bargaining representatives.

Further, we have an active campaign now going on to organize the unorganized in this state. This campaign we have been carrying on with the able assistance and cooperation of the International. We have taken into membership the employees of several new companies since this campaign has started, and we expect to sign up several more in the different sections of the state.

Of course, many of our employers in each of these states, who are not in sympathy with either the Taft-Hartley Act or "the Right to Work Bill," are cooperating with us. Neither of these acts have produced the results that the people who were responsible for their passage hoped for. That was to destroy our unions. We believe they will be stronger.

Ohio Locals Gain Wage Settlements

By EDWARD F. MURPHY

Our International Union has seven joint councils chartered in the state of Ohio, in which approximately 70,000 members are represented. These joint councils consist of 108 local unions and the agreements of these various organizations expire anywhere from January up until June 1.

We have been able to negotiate agreements without one major stoppage of work during this period. While there may have been many requests for strike indorsements, I think by checking the records you will find that in about every instance we have been able to bring about a

settlement either through negotiation or arbitration.

We have been successful in getting increases in our hourly rates and many changes in working conditions which have been beneficial to our membership that are necessary and in order with the present-day cost of living. We are proud of our achievements in this respect. We feel the high esteem which the International has held in the minds of the employers we have been dealing with, in a great sense has been responsible for these accomplishments.

'Members Educated By Good Teachers

By G. F. WEIZENECKER

Being a newcomer to the ranks of International Representatives, and not having covered too much of the territory assigned to me, it is rather difficult to voice an opinion as to general conditions in this area. However, as far as I have already gone, certain observations have been outstanding and general in this field. The pattern has been similar in all cases, which proves one outstanding point, and that is the education our members have received from competent teachers.

The members and officers of the Teamsters' locals have been blessed by having had so many able and competent teachers in our International organization. Leadership, such as we have had, both in the past and in the present, is a heritage of which we can justly be proud. Our leaders have had courage, honesty, integrity and foresight.

They have established for our International recognition of these attributes that cannot be doubted even by those in opposition. They have gained for us a prestige which cannot be surpassed by any labor organization.

What are some of the lessons we have learned from our International organization and its leaders? We have learned to understand that ours is an American institution, and as such we must be law-abiding citizens. We must strictly comply with all of the laws of our land and the International constitution.

Our members are complying to

the fullest extent with all sections of the Taft-Hartley Act, even though this act is very distasteful.

We are diligently working for the repeal of this act in order to relieve both capital and labor of its communistic contents. We are cautious of our decisions and determinations, and have a more definite attitude toward sustaining our organizations.

We are abiding by the rules and laws of our International constitution, which is our textbook. We are seeking guidance and advice from our teachers, the International officers, because we know their teaching has proven valuable.

Yes, we have learned our lessons well and are profiting by them. We are able to stay out of serious trouble and are setting an example to those less fortunate who have not had the advantages of our schooling.

Again I say, the most outstanding observation I have made in the territory I have had assigned to me, is the benefits our officers and members have derived from the liberal education they have received from our International organization.

New York State Contracts Renewed

By JAMES R. RUEHL

We have just recently completed the renewal of our over-the-road and local cartage contracts covering New York State. Our negotiations extended over a two-month period and in spite of the many difficulties and obstacles which we ran into, particularly the Taft-Hartley Act, we were very successful in securing a substantial wage increase and numerous other important gains for our membership.

The fact we were so successful was due directly to the splendid cooperation of the various officers and the individual members of all the local unions involved and we wish to take this opportunity to commend all of our membership and the officers in New York State Locals for their united support and complete cooperation without which we could not have brought about these successful agreements.

With the continuance of such cooperation the Teamster's Organiza-

tion will be able to continue to advance the cause of our membership enabling them and their families to maintain and enjoy the high standard of American living.

Locals Win Raises, Plus Paid Holidays

By ALBERT DIETRICH

The local unions have been successful in negotiating their agreements without becoming involved in work stoppages at the present time, with increases ranging from 10 cents to 15 cents per hour plus paid holidays in most cases. Practically all of the union shop elections have been won by the local unions.

Several of the local unions are publishing monthly and weekly bulletins for the benefit of the membership in order to keep them advised of the conditions surrounding the labor movement today.

The local unions as well as the joint councils have become very active in politics and they are urging the members to register so that they may vote in the November election. The officers and members are waiting patiently for information from the International Union as to whom to support.

The local unions apparently realize the problems that confront the labor movement today and they are much more willing to cooperate with each other along political lines because of the enactment of the Taft-Hartley Act.

It gives me pleasure to report on the unity and solidarity that exists in the joint councils as well as the local unions that are in my territory, and also to report the sincere cooperation I am receiving from them.

Iowa Labor Beats Governor Blue

By CARL KEUL

Iowa labor has accepted the challenge and there has been considerable progress made through an educational program carried on by the organization of a policy committee within the labor movement of Iowa; the results of which were very no-

ticeable in the primary election in the overwhelming defeat of Iowa's Governor Blue, who, during the 1947 state legislative session, made it his number one order of business to push the anti-labor law through both houses of the legislature.

Despite the Taft-Hartley Act and the unscrupulous and anti-labor laws in Iowa, Nebraska and South Dakota, our organizations have not only been able to maintain their former membership, with few exceptions, but in many instances are organizing new groups.

However, this is only being done because of the competent and experienced leadership in our unions in this area and because over a period of years through that type of leadership they have been able to gain the confidence and respect of a large majority of the employers with whom they have had relationship.

It must be remembered that the pattern of the state laws in the above-mentioned area was purposely constructed to have exactly the reverse results occur among the local unions. These laws, outlawing the union shop, have been a tremendous handicap, and the so-called secondary boycott provisions contained therein are nothing more than strike-breaking instruments in the law, intended to take away any possibility of conducting a successful economic strike. But, again, in spite of the motive back of the originators of these laws, we, as Teamsters, are progressing.

Canadian Locals Enjoying Growth

By A. F. MacARTHUR

It is indeed a pleasure to have the opportunity of reporting to our great membership, through the medium of THE INTERNATIONAL TEAMSTER of conditions and activities of our Canadian membership.

While Teamster Local Unions are to be found in the majority of the provinces, the major industrial areas are located in Ontario, Quebec, and British Columbia, and there we find the bulk of our membership. In British Columbia, our Locals have been established for many years, and with the war years there has been

considerable expansion in organization in the general trucking field with resultant increases in the wage structure. There is also existing sound responsible organization of Dairy Employees, Taxicab, Bakery and Building Material Drivers. Moving east from the Pacific Ocean, Alberta has three Locals in Calgary and one in Edmonton, all doing a job of organizing despite considerable opposition and in the light of comparatively new industrial development. In the prairie province of Saskatchewan are also found Locals of general drivers and dairy employees. The province of Manitoba, with Winnipeg as its capital, has two Local Unions of dairy employees and drivers. The Dairy Employees' Local has been chartered for many years and has gone on steadily improving the conditions and increasing its membership.

Teamster organization in the provinces of Ontario and Quebec has been of comparatively recent origin. The city of Toronto, 800,000 population, has been made the focal point of organization in Ontario, being the industrial center of the province. Under the jurisdiction of Joint Council No. 52, the five Locals comprising it, namely Coal and Ice Drivers' No. 352, Taxi Drivers' No. 488, Dairy Employees' No. 647, and General Drivers' No. 938, have organized substantial portions of their branch of the craft. Today, teamsters are the largest organized group in the city, approximately 5,000. It would appear that hardly a week passes without a new company being certified, a new agreement being negotiated. Of recent date, Local No. 938 won the bargaining rights in the largest transport company in the province. Already the agreement has been consummated, 500 men involved, 500 new teamsters and trade unionists to take up the torch. Impetus is thereby given to organization and augurs well for the future. Sound collective bargaining has been established with the various employer associations in the affected industries, and the confidence, respect and prestige of the teamsters were never higher. Increases in wages and improvement of conditions have been steadily negotiated each year.

In the legislative field, Canada's new Labor Act, effective September 1, 1948, will be awaited with interest for its effect on organization. While it cannot be considered another "Taft-Hartley Act," for even its odor has permeated our shores, it does provide for some startling new developments in the field of labor relations such as decertification of Locals for certain causes.

In the province of Quebec, the metropolis of Montreal, the center of French-speaking Canada, organization has recently been started amongst drivers and dairy employees. General drivers Local No. 106, with a miscellaneous charter, is active in this great seaport. Despite many adverse factors such as provincial legislation and language, our people are finding that the only way to a greater and fuller measure of living is through the Trade Union movement as reflected by the teamsters.

Reaching the Atlantic, in the provinces of Nova Scotia and New Brunswick, known as the Maritimes, a desire for organization is manifest, the result of the advantages as gained in Ontario and Quebec slowly travelling across the country. Local Unions are expected to be established there in the not too distant future.

In summation, Canadian members report the highest membership in their history, with the ever-increasing responsibilities that go with such being recognized in their communi-

ties as good, sound Trade Unionists and having one common goal, complete organization of their branch of the craft, and proud to be brothers in our great International Union under the guidance of our International President, Daniel J. Tobin.

Wisconsin Locals Win Contract Aims

By W. D. HANCOCK
General Organizer, Wisconsin

Here in Wisconsin we have a state organization, formed in 1936, with which a majority of the local unions have been affiliated, on a voluntary basis from the very beginning.

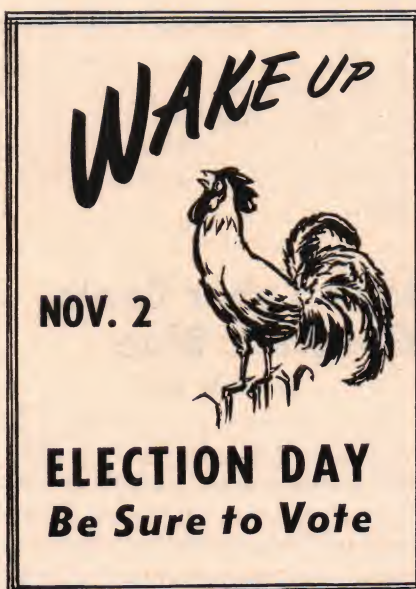
The organization fully justifies its existence by bringing about a better understanding of our problems and providing a cohesive agency through which the efforts of the widely scattered units throughout the state can be united and thus given more force. Furthermore, the state organization tends to promote a closer relationship between the various unions.

The strength of this organization has enabled us to gain many uniform contracts throughout the state which have been of material benefit to all of our locals. We have also been successful in developing statewide contracts for petroleum transportation drivers, condensary, evaporated and powdered milk plants, processed cheese plants and state milk tank haulers.

It is our aim to procure contracts with many more industries such as dump truck operators, wholesale fruit and grocery houses, wholesale and retail bakery drivers and other industry.

We have great hopes of being able to establish statewide statistical and public relations departments from which our local unions will be able to receive invaluable information in negotiating contracts toward uniformity and improved working conditions. Our present International Statistical Department, due to its nationwide scope, can in many respects be of inestimable value to us. This has been proven many times.

(Additional reports from general organizers will be printed in future issues of *The Teamster*.)





NATIONAL ROAD— Highway of History

*Linking East Coast with Midwest,
U. S. 40 One of Nation's Busiest*



In 1911, U. S. 40 was a sea of mud, as motorist in top photo has learned. Today, the broad, dual highway (center) is a vital artery in the great eastern industrial system. A century ago, when the highway was the Cumberland Pike, traffic was confined to horse-drawn carriages (lower right). The thoroughfare even then was an important link between the East and the "Near West."—Photos by Public Roads Administration.

THE NATIONAL ROAD, U. S. 40, is one of the country's busiest and most famous highways. Beginning at two terminals, Washington and Baltimore, it extends through Western Maryland into busy industrial Southwest Pennsylvania, and cuts through the middle of Ohio and Indiana before it bends southward ending at St. Louis. The old National Road proper began at Cumberland, Md., but U. S. 40 is generally regarded now as going from the East Coast to St. Louis.

U. S. 40 serves one of the richest industrial and agricultural sections of the nation, reaching from the



Eastern Seaboard into the heart of America. While the road is a heavy vacation route for cross-country travelers, it is also a great commercial highway. Merchandise of all types is shipped criss-cross the country on this route.

Truckers who travel this highway know the country, its products and its people. But few may be familiar with the important part this road has played in building America. And in the building none played a

more important role than the teamsters—forerunners of today's transcontinental and interstate truckers.

The teamster with his heavy duty Conestoga wagon and six-horse team was freight hauler between East and the then West. He had competition in canals and waterways, but he filled role that was necessary to get the goods moving and delivering merchandise of every description. The West was being settled in a great wave of migration and the



Proposed extensions, when completed, will take National Road into Missouri.

National Road was crowded with families from the Old World and from the Eastern Seaboard looking for a new start in Ohio, Indiana, Illinois or even in areas beyond the Mississippi.

Trade and the exchange of goods were necessary to the growth of the new country beyond the Allegheny mountains. The West needed manufactured goods and as it developed its own industry and agriculture wanted to trade with the populous cities of the Atlantic Coast. Teamsters provided the transport services. They brought firearms, utensils, machinery, building materials, tools, household goods, harness and a hundred other items to the fast expanding West. They carried tobacco, agricultural and other items eastward. Trade literally followed the flag then as now.

All of this activity a 100 years ago followed a colorful history which had brought the progress of the National Road from a point which had began nearly a century earlier. In 1753 a young major was sent out to survey lands in the West for the American Colonies. He was destined to play an even greater part than that of surveyor in the future of this new country—his name was George Washington.

Braddock Defeated

Major General Edward Braddock, from His Majesty's Coldstream Guards, headed one of the largest and most spectacular efforts to subdue the West and drive out the

French which were trying to lay claim to land beyond the mountains. He was defeated in one of the worst disasters ever to befall a British general. But the traces of Braddock's party can still be seen in some of the shaded woodlands of Western Maryland and Pennsylvania near the relocated highway.

But the teamsters of 100 and 125 years ago were more interested in doing a job than they were in studying or even hearing much about a colorful past. Teamsters were a hardy lot. They followed closely on the trail of the surveyor and the roadbuilder, for on the work of these energetic teamsters rested much of the success of settlement, commerce and trade.

'Sharpshooters'

Teamsters were usually of two types, the "regulars" and the "sharpshooters." The regulars were year around operators who made freight hauling their profession. They had definite routes and schedules while the sharpshooters, usually farmers, tried to cash in on high rates in rush seasons. The farmers usually used a lighter wagon and hence carried less cargo and could often make greater speed.

Wagons used by the early teamsters were the Conestoga type with heavy beds, a bowed bottom (lower in the middle than at the ends) and covered with canvas. These were the vehicles later to be glorified in song, story and the motion picture as the colorful "covered wagons." Clean

white canvas and gaily painted wagons made a striking sight in those early days. But with the unimproved roads of the day and with constant usage, the wagons did not remain clean long. Repaint jobs usually meant that bright coats gave way to a more somber color, usually brown, something that did not show the dirt or results of sun and wear as much as the fancy colors.

Six-Horse Teams

The Conestogas usually had four inch wheel rims which did not cut into the roads, making deep ruts in the same way the narrow-rimmed wheels of the sharpshooters wagons did. As a result the regulars were able to get better toll rates than the farmers in their narrow-rimmed wheeled wagons. Teamsters carried their own tarpots and did their own lubricating on stops en route.

Usually the Conestoga team was composed of six horses. The first span were known as the "leaders," the middle pair as the "middle leaders" and the rear span as the "wheel-horses." The driver rode on a saddle on the near or left wheelhorse. But drivers more often than not walked instead of rode.

Sometimes the drivers would place bells on the framework fastened to the hames. Sometimes as many as five bells were used, with the center one larger than the others. By no means all drivers had the time or inclination to have bells, but the teams of those who did lent a pleasant note of tinkling bells as

they traveled east and west across the oldtime highway. If a driver got stuck and had to be helped out, it became the custom to reward the helper by giving him the set of tinkle bells.

The rough-hewn breed of men who drove the six-horse teams took remarkably good care of their animals. While there were some exceptions, most teamsters realized that a good team, well cared for and healthy was an assurance of a decent livelihood! Consequently they handled their teams with great care.

Drivers in the old days soon discovered and patronized inns where the food was good and proper provisions were available for the team. Inns and taverns of this bygone day were the forerunners of neon-lighted "truck havens" of today. Some of the modern roadhouses are on sites formerly occupied by inns which served teamsters of a hundred years ago.

Teamsters usually carried their own bedrolls and slept on the floor of the inn. Manufacturing bed rolls was a considerable business in itself. Drivers had to be up before dawn because they had to feed and harness the horses and eat their own hearty breakfast before they could depart on another long day of freighting.

12,000-Pound Haul

These great wagons were literally freight cars on the highway. Some carried as much as 8,000 or 9,000 pounds and one is reported as having carried 12,000 pounds. The demand for teamsters for hauling services was tremendous and the more goods that could be safely and surely carried, the more profit there was to the individual operator or transport company.

Speed varied with the seasons, the conditions, of the road, the load and other factors. One driver reported, over a century ago, that it took about 15 days to go from Wheeling to Baltimore. Later a transportation company was able to cut the travel down to eight days with two-ton loads.

Various commodities were sometimes given special handling. For example a line specializing in carrying oysters from the seaboard to the West was put in operation. This was a "high speed" line inaugurated to fill a strong demand for Eastern bivalves. And tobacco played an important part in early commercial hauling with heavy shipments coming particularly from Ohio. The supply of tobacco from the South was not enough to meet the nation's needs. Settlers going into the Ohio country had planted tobacco for their own use, but soon began cultivating it for market. Soon Ohio became an important tobacco growing section and Ohions developed a lucrative trade.

Origin of 'Stogie'

An interesting sidelight on the tobacco hauling business is found in the probable origin of the word "stogie." The story of the origin of this word is that one George Black operated a small tobacco shop and cigar store in Washington, Pa. As the story goes Black wanted to make a good cheap cigar. He may have thought up the idea of the stogie himself or, as has been suggested, he probably got the idea from the teamsters who used to pull twists of tobacco from their cargos and make their own smokes. At any rate, Black did develop a long slender cigar-type smoke selling for three for a cent. The teamsters who were heavy customers christened these "Conestogas" after their wagons and the new cigar soon became known as "Stogas," for short and later as simply "stogies."

Whether it was hauling tobacco or machinery or household goods or cutlery, the teamsters played an important part in the early expansion of the Continent. And today as truckers roll over U. S. 40 with their fast cargoes of interstate freight they can know that they are following in a colorful tradition of hardy men who wielded whip and rein with skill and daring in helping to build a nation.

Output of Truck Trailers Increases

Production of truck trailers during June, 1948, showed an increase of 10 per cent over May production and a gain of 14 per cent over the output of June, 1947, according to the Department of Commerce's latest report.

A total of 4,047 truck trailer units was produced in June, the report stated. In May, 3,688 units were completed, and in June, 1947, 3,544 left the assembly lines.

During the month, shipments of truck trailers totaled 4,113 units with a value of \$12,100,000,000.

Total number of vans produced during June was 2,144. Of these, 208 were insulated and refrigerated; 67 were furniture; 1,741 were of other closed-top types; and 128 were open-top units.

Tank trailer output totaled 258, with 225 of these designed for petroleum transportation and 33 for other uses.

Of the 355 pole and logging trailers completed, 192 were single-axle jobs and 163 tandem-axle.

Driver's Overtime Status Is Defined

A bulletin explaining the exemption from maximum hours provisions of the Fair Labor Standards Act "for certain employes of motor carriers" has been issued by the Wage and Hour Division of the Department of Labor.

Citing ICC definitions for drivers, drivers' helpers, loaders and mechanics, the bulletin states that these employes who are engaged in work "directly affecting" the safety of operation are exempt from the overtime provisions of the Wage and Hour Law "in all work-weeks when employed at such job" by a common or contract carrier in interstate or foreign commerce, or by a private carrier engaged in transportation of property, according to the Labor Department.

Relax WITH US

Proper Exit

"What happened after you were thrown out of the side exit of the movie on your face?"

"I told the fellow I belonged to a very important family."

"And then?"

"He begged my pardon, asked me in again and threw me out of the front door."

★

Unsuited to Gambling

There was a young lady named Carole,
Who loved to play cards for apparel.

But her opponent's straight flush
Made the little girl blush,
And Carole went home in a barrel.

★

Never Eat Lobster!

"Just think of it!" exclaimed the romantic young newlywed, "a few words mumbled over your head and you're married."

"Yes," agreed the old cynic, "and a few words mumbled in your sleep and you're divorced."

★

Modern Eve

She: "I'm getting so thin you can count my ribs."

He: "Gee, thanks!"

★

The Natural Result

Huckinmire: "Terribly sorry you buried your wife yesterday."

Vanderclieve: "Had to — dead you know."

★

Rude Awakening

"Well, Doc, was my operation a success?"

"Sorry, old man, I'm Saint Peter."

★

Small Worry

A man on trial for his life was being examined by a group of alienists. Suddenly one doctor jumped up and shouted at him: "Quick, how many feet has a centipede?"

The man came back in a dry voice: "Good gosh, is that all you have to worry about?"

★

Had 'Em Spellbound

Little sister was entertaining the visitors until her mother was ready. One of the ladies remarked to the other with a significant look, "Not very p-r-e-t-y," spelling the word.

Answered the child: "Neither are you, you old w-i-t-c-h."

Repressed Opinion

"Now," she asked, "is there any man in the audience who would let his wife be slandered and say nothing? If so, stand up."

A meek little man rose to his feet. The lecturer glared at him. "Do you mean to say you would let your wife be slandered and say nothing?" she cried.

"Oh, I'm sorry," he apologized. "I thought you said slaughtered."

★

Quite an Order

It may not satisfy the mathematicians, but the married couple with nine children is ample proof that one and one make eleven.

★

Two-faced Clock

Husband: "I thought I asked you not to tell my wife what time I came in last night, Mandy."

Cook: "I didn't Massa Jim. Ah jus' said that ah was too busy getting breakfast to notice de clock."

★

Personal Privilege

"O Doctor," said the young lady, "will the scar show?"

"That, madam," said the doctor, "is entirely up to you."

★

Alcofects of Effecohol

A priest saw one of his parishioners hanging drunkenly on a lamp post.

"For shame, young man. What's gotten into you?"

"Three Fathers, Feather."

★

She Out-Gassed Him

While driving through a desolate part of the country the old pot sputtered and stopped.

He: "Gee, whadda yuh know!"

She: "Oh yeah?" (Pulling out a flask.)

He: "Ha, ha, and what have we got here?"

She: "Gas."

★

Feline His Oats

"Heard you were moving the piano, so I came over to help."

"Thanks, but I've already carried it up-stairs."

"All alone?"

"Nope, harnessed the cat to it and drug it up."

"You mean your cat hauled that piano up two flights of stairs? How could a cat pull a heavy piano?"

"Used a whip."

Teamster Rescues Women After Crash

Two women motorists whose car overturned in a ditch near the Ohio-Pennsylvania line on June 24 were rescued by a passing Teamster—Joseph DeCarbo of Local No. 261 of New Castle, Pa.

Mr. DeCarbo assisted the women through a window of the car and then righted the automobile and got it back on the road.

They did not forget the man who had helped them. They wrote warm letters of appreciation to the Norwalk Truck Lines of New Castle, employers of Mr. DeCarbo, and to the driver himself.

"Two women in such a predicament are definitely lost without the assistance of other travelers on the road," they wrote the company. "We feel that his actions not only reflect his kindness and manliness but prove that a person of such calibre can only be a great asset to any corporation. You are fortunate in having this man in your employ."

President Alfred J. Marcaro, of Local No. 261, said that Mr. DeCarbo is a member of long standing in the local and exemplifies the type of membership that it holds.

Interest Growing In Health Coverage

Noting that approximately 3,000,000 workers are covered in health and welfare contracts, the August Bulletin of the Department of Labor gives reasons for the increased attention on such bargaining plans.

Recent decisions of the National Labor Relations Board, says the Bulletin, ruled that pensions, group health and accident insurance are proper subjects for bargaining.

According to the Bureau of Labor Statistics, the number of workers covered by various types of health-benefit plans negotiated through unions more than doubled between 1945 and 1947, rising from around 600,000 to 1,250,000.



Rail Bird Season Offers Sport for Hunters

THE TEAMSTER'S lesson for this month is that there are rail birds and rail birds.

Contrary to a widely-held view, the rail bird is not a person who watches the bangtails run, nor is he a gent who rides the railroads' rods for free. The rail bird, in short, is a genuine bird which, about 200 years ago, received the fancy name *Porzana carolina* from the eminent Swedish naturalist, Linnaeus. There are many species of rail birds, but *Porzana carolina*, better known as the sora rail, is the kind best known to hunters.

Hunting the elusive rail bird is a sport which has offered instruction and pleasure to generations of hunters living in the comparatively narrow eastern land belt inhabited by the sora. The technique of rail bird hunting hasn't changed in a hundred years. A description of a hunt in the 1880's, as given by Witmer Stone in his *Bird Studies of Cape May*, might well describe a present-day hunting scene.

"Hunters were pushed in flat-bottomed boats among the rank growth of wild rice and as the birds flushed in their heavy, labored flight they formed an easy mark," he relates. "High tides were a necessity for good rail shooting, as otherwise it was not possible to reach their feeding grounds in the shallower parts of the marsh. Sporting journals published a schedule of tides for the autumn to aid the gunners in planning their trips, but even so, exceptional tides . . . were necessary and when there were none it was regarded as a poor rail year."

In the photograph accompanying this story (taken in 1947), all the elements in Stone's early-day description are duplicated. The scene is near the mouth of Maryland's Patuxent River, which flows into Chesapeake Bay. Pushed by an attendant holding a 20-foot pole, the skiff nudges through the marine growth along the shore as the hunter takes aim with a .410 shotgun. Loud and sudden noises do not disconcert rail birds; they do not flush until the skiff is practically on top of them.

The sora is a tiny but tasty game bird. In the view of one robust hunter, it takes five of them to make a meal. Why the

With this issue, **THE TEAMSTER** inaugurates a monthly feature which will be of interest to sportsmen members.

rail bird is as delicious as it is, is explained in a bulletin of the Fish and Wildlife Service. "During the late summer and early fall," it states, "when the seeds of the wild rice, wild oats, and other aquatic plants are ripening and falling, the soras desert their breeding grounds and gather in great multitudes on the more open marshes, or the rice-covered borders of the lakes and streams, where they feast and fatten on their favorite food."

Open season is from September 1 to October 7. While this is a fact of small significance in a month that also includes Labor Day and the third anniversary of the signing of the Japanese surrender, the date is an important one for rail bird hunters.

Despite the tremendous kills made annually, the sora rail, a truly prolific bird, shows no sign of approaching extinction. The Fish and Wildlife Service, however,

noting a decrease in their numbers early this year, recommended that the open season should not exceed 60 days, and reduced the bag limit from 25 to 20 birds a day.

Reading about the subject, however, is a pretty pallid substitute for the excitement of the real thing. If you don't believe it, limber up your .410 and go rail hunting this season!



THE HUNTED. This is the rail bird.



THE HUNTER. On Maryland's Patuxent River a hunter takes aim at a rail bird as the pusher marks the kill. Pusher uses 20-foot pole to guide skiff.

LLPE Action Gets Results at Polls

(Continued from page 18)

Blue 40 per cent. Labor and liberal agriculture working together had cast 95,000 more ballots than had been predicted. Some observers point to the serious error of 15 per cent in the forecast by the Iowa poll as one of the worst polling mistakes made since the old Literary Digest forecast the election of Governor Alfred M. Landon over President Roosevelt in 1936. This may be an indication of hidden strength, say some political observers who have studied the Iowa situation.

In Louisiana, labor went along with Earl K. Long, Democrat, elected to the governorship last spring. The state had on its books some anti-labor laws which trade unionists wanted to see repealed. These laws were repealed as of July 28. Only one anti-labor state Senator and one anti-labor state assembly man survived the long sweep. Labor and progressives have a big task ahead if they elect friendly candidates to office, particularly in the United States Senate, reports Mr. Keenan. One-third of the members of the Senate, 32, are up for election and every seat in the House of Representatives is subject to election this year.

Attention on Senate

In the Senate, not one Republican candidate can be endorsed by labor, reports the LLPE. They are all unfriendly to organized labor, the league believes and in the House 9 out of 10 Republican candidates are regarded as unfriendly.

The Senate races are getting major attention from labor and here are some of the principal contests:

In New Mexico, Clinton Anderson, former Secretary of Agriculture is running against Pat Hurley, Hoover cabinet member and not a friend of labor.

In Montana Senator James E. Murray, Democrat, one of labor's

strongest friends is pitted against Tom Davis, Republican.

In Colorado, Senator Edwin C. Johnson, Democrat, a strong trade union man, is running against the Republican opponent to be selected in the September 14 primary.

In Wyoming, Senator Edward V. Robertson, Republican, regarded as 100 per cent anti-labor, faces Governor Lester C. Hunt, supported by labor.

Neely Endorsed

In West Virginia, former Senator Matthew Neely, a good vote-getter, and always a strong union man as Representative, Governor and Senator, is being backed by labor to unseat Senator Chapman Revercomb, anti-labor Republican.

In Oklahoma, labor is backing Governor Robert Kerr for the Senate over Ross Rizley, Republican with a bad labor record in the House.

In Kentucky, Senator Alben Barkley's help in putting across Virgil Chapman, Democrat, to defeat Senator John S. Cooper, Republican is sought.

In Illinois a complex situation exists with labor backing Professor Paul Douglas, Democrat, over C. Wayland Brooks, anti-labor Republican, incumbent Senator. The Wallace party is also running a candidate in Illinois, Curtis McCullough and if he polls enough votes in the heavy Chicago area, chances for defeating Senator Brooks will be reduced.

In Minnesota voters are witnessing a hot contest with labor backing Mayor Hubert H. Humphreys, Democrat, over Senator Joseph H. Ball, Republican. Ball is strongly anti-labor and in the regular sessions sponsored a bill which would go far toward wrecking the Fair Labor Standards (wage-hour) law.

In Delaware, labor would like to unseat Senator C. Douglas Buck, Republican, who has an anti-labor record. As this issue of THE TEAMSTER goes to press, the Democrats had not named their candidate,

but prospects pointed to the strong possibility that former Senator James M. Tunnell would be the candidate.

In Idaho, labor is supporting Judge Bert Miller, Democrat of the state's Supreme Court, over Senator Henry C. Dworshak, anti-labor Republican, who seeks reelection. In this state Compton White, Democrat, is making a political comeback against an anti-labor candidate for Congress.

"All the way down the line, labor is making itself a strong fact in 1948's election," reports Mr. Keenan. "Our big job is to see that labor actually gets out and votes. There is a big job to do from now until November 2. We must not—we cannot—let our efforts lag. We have to keep pitching. If we do, we will win, but we've all got to remember that the only ballots that count are those which get into the ballot box on November 2."

All-Weather Grease Is Sought by Army

A dozen 2½-ton Army trucks rolled away from the Aberdeen Proving Ground in Maryland during the first week of August on "Operation Greaseball," a practical experience which was expected to reap valuable data for civilian as well as military trucking operations.

During the 20,000-mile trek, the Army convoy will travel through the blistering heat of California deserts and the bitter cold of Alaskan winters before ending next spring.

New automotive greases developed by the Army's Ordnance Department and the petroleum industry will be tested during the rugged journey. With the six new greases, the Army hopes to eliminate the 30-hour grease change delay so vehicles can be air-transported as fast as the crankcases can be drained.

If commercialized, such greases would prove a boon to trucking and motoring in year-around travel in northern states.

Convenient Compartment Lock Has Many Uses

A new compartment lock has been developed for use on small doors, baggage compartments, motor, oil can compartments and tool boxes. It can be attached by screws, rivets or welding.

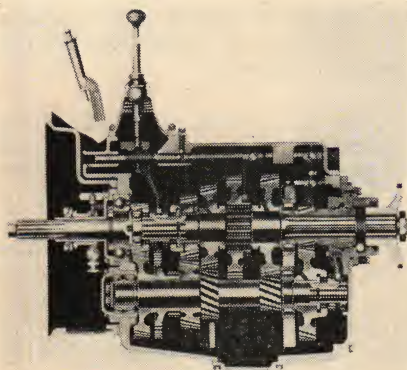
Locks have a 3-in. overall case length, 1-in. case width and $\frac{5}{16}$ in. case thickness with a $\frac{5}{16}$ in. square hole for handle. Finish is plain.



Large Transmission Made For Heavy Duty Trucks

A new, extra-large transmission, designed primarily for heavy duty trucks which receive extremely heavy punishment, is now in production.

The transmission provides the same gear ratios as an earlier model, but has greater capacity. Oversize bearings have been provided to insure long service under conditions such as are encountered in West Coast hauling where continuous operation through gears is to be expected.



Standard gear ratios in the five forward speeds are: Fifth, .744:1; fourth, 1.00:1; third, 1.76:1; second, 3.27:1; first, 6.54:1. The standard gear ratio in reverse is 6.49:1, with an optional ratio of 5.06:1.

Four studs with nuts and lock washers are furnished in the rear of the case for an additional support. If a brake is to be used at this point, the brake bracker should be attached to a support of this kind instead of the transmission case.

The model incorporates a trough and sump so located that it will collect and hold foreign matter. A cleanout plate is the bottom of this sump. This is said to insure a much better job of draining and cleaning than the conventional drain plug.



New Brake Control Said To Increase Road Safety

Designed to increase driving safety by providing extra braking power, a new hydraulic brake control is said to assure equal and simultaneous application of braking pressure to all four wheels.

The device is reported to almost double braking pressure with less physical effort on the part of the driver. Foot action on



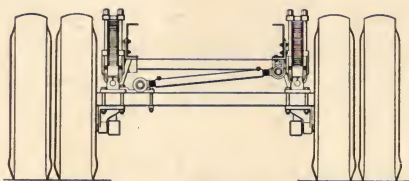
the brake pedal is said to become as easy as the action of the foot on the accelerator.

Installation of the device, complete to necessary bleeding of the hydraulic system, is easily accomplished in 30 to 45 minutes, with only a wrench required. It is available for all makes of passenger cars and $\frac{1}{2}$, $\frac{3}{4}$ and 1-ton trucks.



New Road Stabilizer Said To Reduce Sway on Turns

A "load stabilizer," situated diagonally between the frame and the third axle, is reported to keep the weight over the wheels and to reduce sway. The stabilizer also is said to allow higher speed on turns with better control and greater safety. Better weight distribution on turns, says the manufacturer, gives longer tire wear and reduces strain on the truck frame.



The stabilizer consists of two steel ball-type knuckles padded internally with vulcanized rubber for extra shock absorption. The knuckles are linked together and held rigid by a length of cold-rolled steel tubing. The knuckle extensions and ends of the tubing are threaded for easy adjustment when installing.

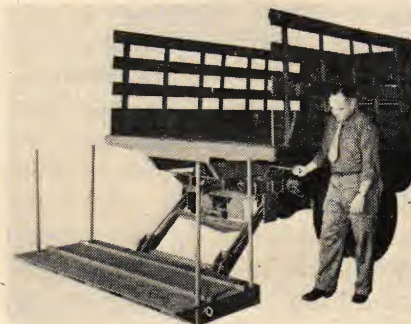


733-lb. Tailgate Has Ton Lifting Capacity

A new tailgate that weighs 733 pounds and has a one-ton lifting capacity has been placed on the market. It is easily

and simply installed and, according to the manufacturer, is guaranteed to perform smoothly and efficiently.

The picture below shows the tailgate mounted on a Chevrolet truck. The posts, support rails on the gate platform, and the rear extension, are features which have been added to make the gate adaptable to the handling of large truck tires with wheels.

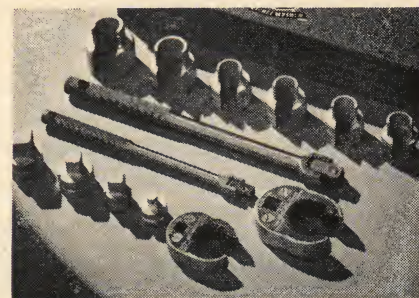


The tailgate fits any truck body or semi-trailer body and is said to be easily installed. Its weight of 733 pounds includes all mounting accessories.



Ratchet Wrench Made to Reach Inaccessible Spots

A new open-end ratchet wrench, designed for use on pipe, conduit, cable, and rod fittings where an ordinary ratchet cannot be used, is in production. The ratchet heads operate on a $7\frac{1}{2}$ -degree arc or less, which makes it ideal for restricted areas.



The wrench is available with ratchet heads, sockets, and accessories which may be bought separately or in sets in practically all sizes. An adapter also makes it possible to use standard sockets with the wrench.



Aluminum Air Horns Developed for Trucks

A new cast aluminum air horn for use on trucks and buses has been introduced.

The horn, designed to operate with regular air brake pressure or any available air pressure from 40 to 150 psi, gives a sharp, clear and arresting signal with an abundance of power. Maker states the horn will operate over extended periods with little or no maintenance.

Crisis in Education Confronts America

(Continued from page 15)

to teaching and little or no time they can call their own. In too many communities the teacher's entire life is regulated by the wills and whims of a board of education. The morale, church preferences, and even their attire are too often subject to the dictates of a school board.

In many communities, large cities included, teachers are too often considered mere cogs in a vast educational machine. They are not made integral parts of the planning and scheduling of the courses or class work.

Moreover, teaching has lost standing as a calling, say many instructors. They feel that teachers are regarded as about the bottom of the social scale. This attitude contributes to low morale.

'Baby Boom' Problem

Another and growing problem which adds to the burden of teachers is the sharp increase in number of pupils. The wartime "baby boom" is beginning this year to make itself felt in the school systems of the nation.

The school population was 23.5 million nine years ago and then began declining until 1945 when it showed an upward trend. Since that

time the curve of school population has been moving upward. By 1950, estimates indicate, elementary schools will have another two million pupils. In the five year period after Pearl Harbor 13 million babies were born. By 1949, says the U. S. Office of Education, nearly two million children will enter our schools; a half million more than entered in 1945.

For the next five years we will need to add 600,000 teachers to the present number.

We need about 120,000 a year and we are preparing less than half that number a year at the present rate.

What are the answers to these many problems? More money? Only in part. Better salaries, of course, are necessary to attract and hold good teachers. Better teacher training is needed. As one observer puts it, "We are spending more money on training a man how to raise hogs on a farm than we are in training young people to teach our children."

More attention to tenure and retirement must be given. Greater participation in school planning is necessary as are freedom to teach and freedom from meddling in personal affairs.

Better education facilities including buildings, facilities, texts and equipment.

The Federal aid to education legislation failed in both the regular and special session despite strong endorsements from educators and from labor.

Big Job Ahead

But improvement in our educational system will require the combined efforts of all. The nation through the excellent efforts of the past few years is at last making some headway in arresting the crises, but a big job is still ahead. America must realize that its children are its greatest resource and their education is essential to the continued welfare of the nation and the preservation of our democracy.

Science Notes

Individual driving habits cause more mileage variation in the amount of gasoline used than any other factor if the car is functioning properly.

"Cold" rubber is a synthetic Buna-S rubber made at a subfreezing temperature. It is claimed far superior to natural rubber for automobile tire treads.

The principal diet of the Masai people, who live west of Nairobi, Kenya, Africa, is blood and milk obtained from their great herds of cattle; the blood is drawn from the neck of an animal once every 40 days.

Frozen meat should be thawed slowly, then cooked immediately.

Although cattle raising is one of Mexico's principal industries, there are few dairy farms as such in the country.

The insecticide DDT, on a pound-for-pound basis, is claimed to be 100 times more toxic on the Japanese beetle larvae than lead arsenate.

Waste yeast in the beer-brewing industry can be transformed into valuable feed to prevent rickets in poultry by treatment with ultraviolet rays.

Racing boats, with hydrofoils under their hulls that lift them well out of the water when traveling fast, are capable of great speed. The hydrofoils are wing-like parts that project downward and backward.

Male fiddler crabs have one claw much larger than the other; females have claws of about equal size.

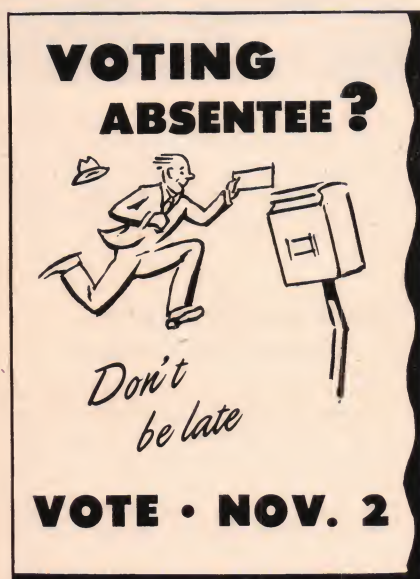
Canny coyotes in Western states snatch an occasional hen or newborn calf, but their usual food consists of destructive mice, rabbits and similar animals.

Helicopters will play an important part in future air-sea rescue operations by Britain's Royal Air Force. Special aircraft are being developed for the purpose.

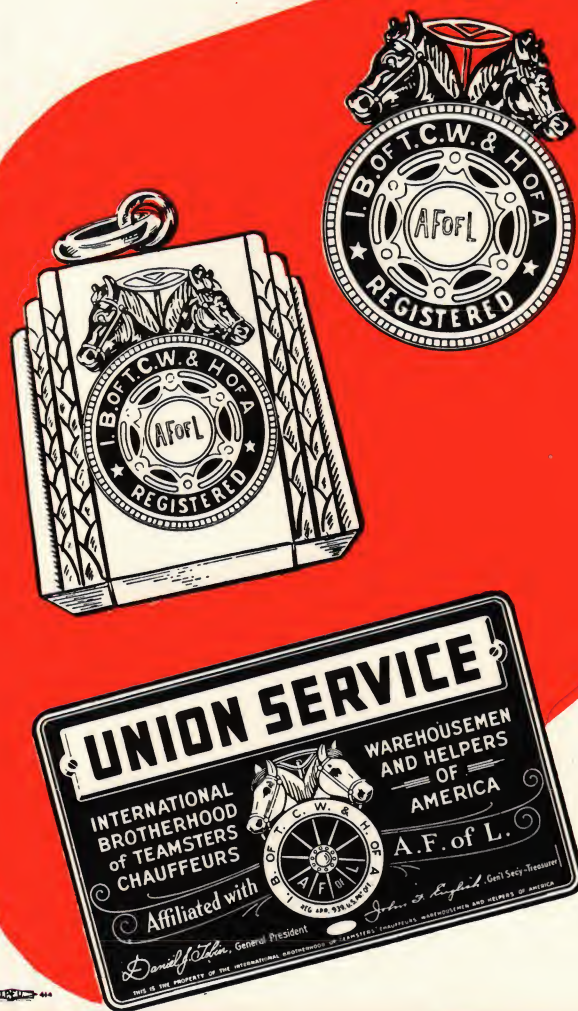
A new and more economical acid-conversion process for making sugar from cottonseed hulls, peanut shells, ground cornstalks, wood flour and other cellulosic materials may result in commercial sugar from these wastes some day.

PHOTO CREDITS

- 6, 7—Standard Oil Co. (N. J.) and Ransdell.
- 13—Atomic Energy Commission.
- 14—Federal Works Agency.
- 15—National Education Assn.
- 25—Public Roads Administration.



Wear the Emblem OF YOUR ORGANIZATION



WEAR JEWELRY ONLY A TEAMSTER MAY OWN; LET YOUR BROTHERHOOD AFFILIATION BE A CONSTANT SOURCE OF PRIDE TO YOU.

Gold Plated Buttons (Sterling) . .	\$.50
14-K Solid Gold Buttons	2.50
Watch Charms	2.00
Union Service Sign35

All members should have copies of the International Constitution and Laws. Copies, 10c each

All orders should be sent through the Secretary of the Local Union to

JOHN F. ENGLISH, General Secretary-Treasurer

222 East Michigan Street

INDIANAPOLIS 4, INDIANA

School is Open...



BE *extra* CAREFUL

Millions of children are returning to school this month . . . youngsters with fresh-scrubbed faces and eyes wide with the prospect of new experiences. As they hurry to and from school, our children don't think of the danger they face each time they cross the street. They don't realize that 2,100 like them, between 5 and 14 years old, were killed by motor vehicles last year. Another 117,000 were injured . . . some permanently!

Teamsters are proud of their past safety records. *But precautions must be redoubled.* Last year's tragic figures must be reduced. Do your part. Be *extra* careful throughout the year . . . *like they were all your youngsters.*

